DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: July 13, 2023
Time: after 8:30 a.m.
Place: Los Angeles City Hall Council Chambers, 3rd Floor 200 North Spring Street, Room 340 Los Angeles, CA 90012

This meeting may be available virtually, in a hybrid format. The meeting's telephone number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions-boards-hearings and/or by contacting cpc@lacity.org

Public Hearing: May 4, 2023
Appeal Status: Off-Menu Density Bonus Housing Incentives are not appealable by any party. On-Menu Density Bonus, Conditional Use, and Site Plan Review are appealable to City Council

Expiration Date: July 13, 2023
Multiple Approval: Yes

Case No.:	CPC-2022-8548-DB-CU-SPR-VHCA
CEQA No.:	ENV-2022-8549-EAF
Incidental Cases:	N/A
Related Cases:	N/A
Council No.:	8 – Harris-Dawson
Plan Area:	South Los Angeles
Plan Overlay:	South LA CPIO (Transit-Oriented Development Subarea); South Los Angeles Alcohol Sales Specific Plan
Certified NC:	Empowerment Congress North Area
GPLU:	Community Commercial
Zone:	C2-2D-O-CPIO
Applicant:	Shaul Kuba, 3022 S. Western (LA) Owner, L.P.
Representative:	Gary Benjamin, Alchemy Planning + Land Use

PROJECT LOCATION: **3018 - 3110 South Western Avenue**
(legally described as Lots FR 4, FR 5, FR 6, FR 7, FR 8, Block 22, Cha's Victor Hall Tract)

PROPOSED PROJECT: The project is the construction of a new five-story, 64-foot 6-inches tall mixed-use building comprised of 114 dwelling units (including 14 Very Low Income units) and 2,500 square feet of commercial space fronting Western Avenue. The project will be approximately 81,190 square feet in floor area with a Floor Area Ratio ("FAR") of 2.87:1 on a site totaling 1.86 acres. The project will provide 58 residential and 4 commercial parking spaces in one subterranean parking level. The site is partially improved with a vacant one-story commercial building and surface parking lot, which will be removed for the project. The project will also involve the grading of approximately 13,287 cubic yards of soil.

REQUESTED ACTION:

1. Pursuant to CEQA Guidelines Sections 15168 and 15162, the adequacy of the project being within the scope of the South Los Angeles Community Plan Program EIR No. 2008-1781-EIR, SCH No. 2008101098; the environmental effects of the project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur and no new mitigation is required; and the City has incorporated all feasible mitigation measures from the Program EIR on the Project.

2. Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22 A.25(g)(2), a Density Bonus Compliance Review to allow the construction of 114 units, reserving 14 units for Very

Low Income Household occupancy for a period of 55 years, with the following requested Incentives:

a. An off-menu incentive to allow a 46% reduction in the required open space, to allow 6,310 square feet in lieu of the 11,675 square feet required by LAMC Section 12.21.G.;

b. An off-menu incentive to allow Vehicular access from the Primary Frontage in lieu of vehicular access only from the alley, as otherwise required by CPIO Section III-3.E.;

c. An off-menu incentive to allow a reduction in Active Floor Area along the Primary Frontage of 52% in lieu of 75%, as otherwise required by CPIO Section III-3.D.4.

2. Pursuant to LAMC Section 12.22 A.25(g)(3), the following two (2) Waivers of Development Standard:

a. A Waiver to allow a height of five stories and 64 feet, six inches to the top of the parapet, in lieu of three stories and 45 feet, as otherwise permitted by CPIO Section III-3.A.2.;

b. A Waiver to allow a 2.87:1 FAR in lieu of 1.5:1, as otherwise permitted by CPIO Section III-3.B.2.

3. Pursuant to LAMC Section 12.24 U.26, a Conditional Use Permit for a 50 percent increase in density over the Project site.

4. Pursuant to LAMC Section 16.05, a Site Plan Review for a development project resulting in an increase in 50 or more dwelling units.

RECOMMENDED ACTIONS:

1. FIND, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the project is within the scope of the South Los Angeles Community Plan Program EIR No. ENV-2008-1781-EIR, SCH No. 200810109, pursuant to CEQA Guidelines Sections 15168 and 15162; the environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur and no new mitigation is required; and the City has incorporated all feasible mitigation measures from the Program EIR on the Project.

2**. Approve,** pursuant to LAMC Section 12.22 A.25(g)(2) a **Density Bonus Compliance Review** to allow the construction of 114 units, reserving 14 units for Very Low Income Household occupancy for a period of 55 years, with the following requested three Off-Menu Incentives:

a. An off-menu incentive to allow a 46% reduction in the required open space, to allow 6,310 square feet in lieu of the 11,675 square feet required by LAMC Section 12.21.G.;

b. An off-menu incentive to allow Vehicular access from the Primary Frontage in lieu of vehicular access only from the alley, as otherwise required by CPIO Section III-3.E.;

c. An off-menu incentive to allow a reduction in Active Floor Area along the Primary Frontage of 52% in lieu of 75% as otherwise required by CPIO Section III-3.D.4.

3. **Approve,** pursuant to LAMC Section 12.22 A.25(g)(3), the following two (2) **Waiver of Development Standard**:

a. A Waiver to allow a height of five stories and 64 feet, six inches to the top of the parapet, in lieu of three stories and 45 feet, as otherwise permitted by CPIO Section III-3.A.2.;

b. A Waiver to allow a 2.87:1 FAR in lieu of 1.5:1, as otherwise permitted by CPIO Section III-3.B.2.

4. **Approve,** pursuant to LAMC Section 12.24 U.26, a **Conditional Use Permit** for a 50 percent increase in density over the Project site.

5**. Approve**, pursuant to LAMC Section 16.05, a **Site Plan Review** for a development project resulting in an increase in 50 or more dwelling units.

6**. Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Theodore L. Irving

Theodore L. Irving, AICP
Principal City Planner

Michelle Singh

Michelle Singh, Senior City Planner

Sergio Ibarra, City Planner

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 *Commission Secretariat, Room 273, City Hall, 200 North Spring Street, 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 these 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 not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

PROJECT SUMMARY

The project is the construction of a new five-story, 64-foot 6-inches tall mixed-use building comprised of 114 dwelling units (including 14 Very Low Income units) and 2,500 square feet of commercial space fronting Western Avenue. The project will be approximately 81,190 square feet in floor area with a Floor Area Ratio ("FAR") of 2.87:1 on a site totaling 1.86 acres. The project will provide 58 residential and 4 commercial parking spaces in one subterranean parking level. The site is partially improved with a vacant one-story commercial building and surface parking lot, which will be removed for the project. The project will also involve the grading of approximately 13,287 cubic yards of soil.

The project has a frontage on Western Avenue. The primary residential lobby entrance is located along Western Street. Residential units are located on upper floors beginning at the 2nd floor level and will be comprised of a mixture of studios, one-and two-bedroom units. The Project's open space includes a 3,160 square feet pool deck on the second floor and 3,150 square feet of private open space in the form of 63 balconies, for a total of 6,310 square feet of open space. The entrance to the Project's 2,500 square feet of retail floor is provided along Western Avenue. The primary commercial entrance for pedestrians is located along Western Avenue. Vehicular access to the parking is provided along the alley and Western Avenue.

The site is currently improved with a vacant one-story commercial building built in 1990 and surface parking lot, all of which will be demolished for the project. There are four (4) trees located in the parkway perimeter that are considered City of Los Angeles Street Trees. One tree is recommended for removal and replacement. Three trees will receive no impact and will be retained and protected in place. There are no protected trees on site. The project will also involve the grading of approximately 13,287 cubic yards of soil.

BACKGROUND

Subject Property

The project site is located to the east side of Western Avenue between Jefferson Boulevard and 30th street in the South Los Angeles Community Plan. The project site consists of nine (9) lots totaling approximately 28,273 square feet (0.65 acres). The site is currently improved with a vacant warehouse and surface parking lot, all of which will be demolished for the project. There are four (4) trees located in the parkway perimeter that are considered City of Los Angeles Street Trees. One tree is recommended for removal and replacement. Three trees will receive no impact and will be retained and protected in place. There are no protected trees on site. The project will also be providing 62 parking spaces including 58 residential parking spaces and 4 commercial parking spaces.

Zoning and Land Use Designation

The project site is located in the South Los Angeles Community Plan and is designated for Community Commercial land uses, with corresponding C2, C4, R3, RAS3, R4, and RAS4 zones. The site is zoned C2-2D-O-CPIO and is consistent with the land use designation. The C2 zone is a commercial zone that allows mixed-use commercial and residential uses by right. The C2 Zone allows for R4 density at a ratio of one dwelling unit per 400 square feet of lot area.

Although Height District No. 2 in the C2-2D-O-CPIO Zone allows unlimited building height and stories, and a FAR of up to six times the Property's buildable area, the "D" Development Limitation, imposed by Subarea 2041 of Ordinance 185,926 (effective December 29, 2018), restricts the base maximum height on the property to 45 feet and three stories, and the base FAR to 1.5:1, as outlined in Table III-2 of the South Los Angeles CPIO.

The site is located within the South Los Angeles Community Plan Implementation Overlay ("CPIO") District TOD Low Subarea. The CPIO contains additional regulations for ground floor and building height, density, building disposition, building design, and parking. The site is also located within the South Los Angeles Alcohol Sales Specific Plan (ZI File No. 1231), Transit Priority Area (ZI File No. 2452), and State Enterprise Zone (ZA File No. 2512).

Surrounding Uses

The subject site is located in an urbanized area surrounded by a combination of primarily single- and multi-family residential and commercial uses. The lots immediately to the north and south of the Property are also located in the C2-2D-O-CPIO zone. The parcel to the Property's immediate north is improved with a surface parking lot and the parcel to the Property's immediate south is improved with a three-story apartment building. The parcels across the alley to the east of the Property are improved with single family residences in the R1 and R3-O-CPIO zones. The parcels across Western Avenue to the west of the Property are improved with a four story, 60-unit apartment building, two-story office building, and a one-story church building, all in the C2-2D-O-HPOZ-CPIO zone. On September 16, 2022, the Director of Planning granted approval for the construction of a five-story, 70-foot, three-inch mixed-use building with 40 apartment units at 3101 S. Western Avenue (DIR-2022-4503-CCMP-HCA).

Streets and Circulation

Western Avenue, abutting the property to the west, is designated by the Mobility Plan as an Avenue II, with a designated right-of-way width of 86 feet and roadway width of 56 feet, and is improved with a curb, gutter, and sidewalk.

30th Street, the nearest street to the north, is designated by the Mobility Plan as a Local Street – Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is improved with a curb, gutter, and sidewalk.

Jefferson Boulevard, the nearest street to the south, is a Modified Avenue I, with a standard ROW width of 90 feet and roadway width of 70 feet.

The alley to the east of the site has a standard width of 20 feet but is currently improved to a width of 14 feet.

The alley to the south of the site has a standard width of 20 feet but is currently improved to a width of 12 feet.

Public Transit

Western Avenue is a major transit corridor served by the Metro NextGen Tier 1 Rapid 207 Bus Line with average peak hour service frequency of under seven minutes. Jefferson Boulevard is served by the Metro Local 38 Bus Line, and Adams Boulevard, which is less than one-half mile to the north of the site, is served by the Metro Local 37 Bus Line and LADOT DASH Midtown Bus Line. Additionally, the Expo/Western Station for the Metro E (Expo) Line rail service is just slightly over one-half mile walking distance from the Property.

Relevant Cases and Building Permits

Subject Site:

Building Permit No. 22010-10000-04597: On September 15, 2022, a Building Permit Application was filed for the new 5-story mixed-use building, involving a 5-story Type VA apartment over one subterranean level parking structure. The permit was approved on November 1, 2022.

Building Permit No. 23019-10000-01466: On April 5, 2023, A Building Demolition application was filed for the demolition of an existing one-story commercial building and two existing asphalt parking lots. The permit is pending and has not been issued at the time of preparing this report.

Surrounding Sites:

Case No. DIR-2022-4503-CCMP-HCA : On September 16, 2022, the Director of Planning granted approval for the construction of a five-story, 70-foot, three-inch mixed-use building with 40 apartment units at 3101 S. Western Avenue.

REQUESTED ENTITLEMENTS

Density Bonus / Affordable Housing Incentives Program

In accordance with California Government Code Section 65915 the applicant is proposing to utilize LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to set aside 14 dwelling units for Very Low Income household occupancy for a period of 55 years in exchange for a density bonus, incentives and waivers allowing for relief from development standards. Because the applicant is providing 17 percent of base dwelling units to be affordable for Very Low Income household occupancy, the applicant is eligible for three incentives as follows:

a. A 46% reduction in the required open space, to allow 6,310 square feet in lieu of the 11,675 square feet required by LAMC Section 12.21.G. (Off-Menu)

b. Vehicular access from the Primary Frontage in lieu of vehicular access only from the alley, as otherwise required by CPIO Section III-3.E.7. (Off-Menu)

c. A reduction in Active Floor Area along the Primary Frontage to 52%, as the otherwise required 75% active floor area by CPIO Section III-3.D.4. (Off-Menu)

Waivers of Development Standards

As mentioned above, a project that provides 18 percent of its base units for Very Low Income Households qualifies for three (3) Incentives, but may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)), in conjunction with a Density Bonus Project. Given that the project is utilizing all three (3) Density Bonus Incentives, the applicant requests two (2) Waiver of Development Standards, as follows:

a. Waiver of Development Standard to permit a height of five stories and 64 feet, six inches to the top of the parapet, in lieu of three stories and 45 feet, as otherwise permitted by CPIO Section III-3.A.2.

b. Waiver of Development Standard to permit a 2.87:1 FAR in lieu of 1.5:1, as otherwise permitted by CPIO Section III-3.B.2

Conditional Use - Density

The City's Density Bonus Ordinance (Ordinance No. 179,581), codified in LAMC Section 12.22 A.25, allows a maximum density increase of up to 35 percent in exchange for setting aside 11 percent of the base density units for Very Low Income Households in accordance with the State Density Bonus Law (Government Code Section 65915). The State Density Bonus Law (Government Code Section 65915(n)) also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent.

Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	**50**

The project site is zoned C2-2D-O-CPIO, which allows a base density of 76 dwelling units on the subject property. Per the Density Bonus Ordinance, the project is permitted a 35 percent density increase in exchange for setting aside 11 percent, or 9 units, of the 103 base density units for Very Low Income Households. With the Density Bonus Ordinance, the project would be permitted a density bonus of 27 units allowing a total of 103 units on site in exchange for setting aside 9 units for Very Low Income Households.

The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 50 percent increase in density for a total of 114 dwelling units in lieu of 76 dwelling units as otherwise permitted by-right in the C2-2D-O-CPIO Zone. As provided in the table above, the applicant is required to set aside at least 17 percent, or 14 units, of by-right density units for the 50 percent density increase. The applicant proposes a project totaling 114 dwelling units, 14 of which will be restricted to Very Low Income Households for a period of 55 years, which is 17 percent of the 76 base density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 50 percent density increase.

Site Plan Review

In accordance with LAMC Section 16.05, the project is required to obtain a Site Plan Review for a development ~~project~~ that creates or results in an increase of 50 or more dwelling units. Given the project proposes 114 new base dwelling units, the project results in a net increase of 114 base dwelling units on the subject site and is subject to Site Plan Review.

Housing Replacement

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Amended Replacement Unit Determination, dated April 29, 2021, that no units are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

Public Hearing

- The public hearing was held on May 4, 2023, at approximately 11:00 am telephonically via Zoom In conformance with the Governor's Executive Order N-29-20 (March 17, 2020). The public hearing was attended by the applicant's representative (Gary Benjamin), and one (1) members from the community. One member of the community spoke at the hearing and raised concerns about the impact the construction of such a large-scale project would have on them as nearby residents (3017 S. Hobart), particularly as it relates to asthma. A representative of the Southwest Mountain States Carpenter labor union expressing concern for potential air quality impacts and the need for local hire.

Project Design (Urban Design Studio/ Professional Volunteer Program)

The proposed project was reviewed by the Department of City Planning's Urban Design Studio ("UDS") on January 25, 2023 and the Professional Volunteer Program on May 2, 2023. The resulting comments and suggestions focus primarily on the pedestrian experience, 360-degree design, and climate adaptive design. The following comments were made on the project design:

Pedestrian-First Design
Relocate all vehicular access to the alley, to improve Western frontage, preserve the street tree and reduce impacts to the pedestrian realm per CPIO.

The Applicant stated that the alley is currently substandard at 14'-0" wide to the north and 12'-0" wide to the south and the single street tree relocation is due to the approved DWP service location.

Reduce the size of the existing curb cut to minimum width allowed by LADOT
The Applicant stated that they are utilizing the existing curb cut. All offsite work will be coordinated with BOE.

360° Design
Contact LADWP to locate the transformer and switch on the alley side.

The Applicant stated that the transformer pad and switch pad locations were designed and approved by LADWP. Alley access was previously proposed, considered and ultimately rejected by service planning.

Consider adding more visual interest and using additional materials at the alley side.

The Applicant stated that there is a generous allocation of window openings on the east building elevation at the alley side. Additionally, a high percentage of units have private balconies, which add depth and visual interest.

Consider using the podium-level side yards for landscaped patios.

The Applicant stated that the building has mandatory side yard setback requirements. Due to the clearance needed for this setback, it is not possible to design railing and other improvements for side yard patios.

Climate-Adapted Design
Provide a landscape plan that indicates the location, number, size and species for trees, shrubs and groundcover for every floor that includes landscaping. For more information, please see the Landscape Plan Instructions.

The Applicant stated that full landscape package will reference and be in conformance with the final approved plan but be fully documented and submitted through the DBS plan check review.

Consider proposing landscaped parkways instead of tree wells for the proposed street trees on Western Ave to increase the project's landscaping and create a safe buffer for pedestrians.

The Applicant noted the recommendation but did not revise plans per suggestion.

Select native plant species and trees that provide year-long habitat and shade upon maturity.

The Applicant received feedback and will be further considered by the Landscape Architect, however no changes were made to the landscape plan.

CONCLUSION

Based on the information submitted to the record, and the surrounding uses and zones, staff recommends that the City Planning Commission approve the project, as recommended, subject to the Conditions of Approval. The project will redevelop a site with surface parking and one-story commercial building with a mixed-use project, resulting in a net increase of 114 dwelling units, including 14 Very Low Income units, and new commercial spaces to the South Los Angeles community.

CONDITIONS OF APPROVAL

Development Conditions

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, dated August 24, 2022 and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South/Coastal 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 Los Angeles Municipal Code or the project conditions.

2. **Residential Density**. The project shall be limited to a maximum density of 114 residential units including affordable units.

3. **On-site Restricted Affordable Units.** Fourteen (14) units shall be reserved for Low Income Household, as defined by the California Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

4. **SB 8 Replacement Units (California Government Code Section 66300 et seq.)** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated October 19, 2022, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD). The covenant shall bind the owner to reserve 14 units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of LAHD. 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 the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background and Housing Replacement (SB 330 Determination) Background sections of this determination.

6. **Height (Waiver)**. The project shall be limited to 64 feet and 6-inches in building height per Exhibit "A".

7. **Floor Area Ratio (FAR) (Waiver)** The project shall be limited to a maximum floor area ratio of 2.87:1 per Exhibit "A".

8. **Open Space (Incentive)..** The project shall provide a minimum of 6,310 square feet of open space per Exhibit "A".

9. **Vehicular Access (Incentive)**. The project shall be allowed Vehicular access from the Primary Frontage and the driveway shall be limited to a maximum width of

10. **Active Floor Area (Waiver).** The project shall be allowed Active Floor Area along the Primary Frontage at 52% of the frontage.

11. **Automobile Parking for Residential Uses.** Based upon the number and type of dwelling units proposed a minimum 52 parking spaces shall be provided for the project, which includes the 10% bicycle parking reduction. Vehicle parking shall be provided consistent with LAMC Section 12.22 A.25, Parking Option 2, which parks the non-affordable unit(s) per LAMC Section 12.21 A.4 and reduces only the Restricted Affordable Units to one on-site parking space. The project proposes to provide 54 total parking spaces.

12. **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 another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then 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 above.

13. **Automobile Parking for Commercial Uses.** The project shall provide 4 commercial parking spaces based on the requirement of two parking spaces per 1000 square feet of commercial space. Project provides 4 commercial parking spaces.

14. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. The project shall provide 94 long-term and 12 short-term bicycle parking spaces, as provided in Exhibit “A”.

15. **Bureau of Engineering: Street Improvements**.

    a. **Dedication Required**:
    Western Avenue (Avenue II) – A 3-foot wide strip of land along the property frontage to complete a 43-foot wide half right-of-way in accordance with Avenue II Street standards of LA Mobility Plan 2035.

    Alley (East of Western Avenue) – A 3-foot strip of land along the property frontage to complete a 10-foot wide half alley right-of-way.

    b. **Improvements Required**:
    Western Avenue – Repair and replace any broken, off-grade, damaged/cracked concrete sidewalk, curb and gutter and roadway pavement, and close all unused driveway with standard concrete sidewalk and standard curb height.

    Alley – Construct a 17-foot wide alley pavement, and repair and replace the longitudinal concrete gutter along the rear property line. These improvements should suitably transition to join the existing improvements satisfactory to the City Engineer B-Permit Group.

16. **Urban Forestry (Street Trees)**
    a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternative in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
    b. When street dedications are required and to the extent possible, the project shall provide larger planting areas for existing street trees to allow for growth and

planting of larger stature street trees. This includes and is not limited to parkway installation and/or enlargement of tree wells and parkways.

c. Plant Street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at (213) 847-3077 upon completion of construction for tree planting direction and instructions.

Site Plan Review Conditions

17. **South Los Angeles CPIO.** Prior to the issuance of a building permit, the applicant shall demonstrate compliance with the South Los Angeles Community Plan Implementation Overlay ("CPIO") pursuant to Ordinance No. 185,927, except as modified herein.

18. **Construction**. A construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Office 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 construction related traffic be restricted to off-peak hours.

19. **Mechanical Equipment**. All exterior mechanical equipment, including heating, ventilation and air conditioning (HVAC) equipment, satellite dishes, and cellular antennas, shall be screened from public view through the use of architectural elements such as parapets.

20. **Lighting**. All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).

21. **Lighting Design**. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.

22. **Heat Island Effect**. To reduce the heat island effect, a minimum of 50% of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.

23. **Electric Vehicle Parking**. All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

24. **Unbundled Parking**. Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.

25. **Landscape Plan**. Revised landscape plans shall be submitted to show the size and location of all plants. The landscape plan shall indicate landscape points for the Project equivalent to

10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines “O”. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit “A,” and shall incorporate any modifications required as a result of this grant.

26. **Soil Depths**. Shrubs, perennials, and groundcover shall require a minimum soil depth as follows:

    a. A minimum depth with a height ranging from 15 to 40 feet shall be 42 inches.
    b. A minimum depth with a height ranging from 1 to 15 feet shall be 24 to 36 inches.
    c. A minimum depth with a height of less than 1 foot shall be 18 inches.
    d. A minimum depth of an extensive green roof shall be 3 inches.

    Trees shall require a 42 inch minimum soil depth.
    Further, the minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:

    e. 220 cubic feet for trees with a canopy diameter ranging from 15 to 19 feet.
    f. 400 cubic feet for trees with a canopy diameter ranging from 20 to 24 feet.
    g. 620 cubic feet for trees with a canopy diameter ranging from 25 to 29 feet.
    a. 900 cubic feet for trees with a canopy diameter ranging from 30 to 34 feet.

27. **Trees**.

    a. New street trees shall be planted within the public right-of-way, where feasible, at a ratio of at least one (1) tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services, Urban Forestry Division, Department of Public Works.

    b. Required Trees per 12.21 G.2. As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit “A.” There shall be a minimum of 91, 24-inch box, or larger, trees on site pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in Exhibit “A” shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City determined physical constraints.

28. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

29. **Solar and Electric Generator**. Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

30. **Rooftop Solar Area**. Project shall provide 2,800 square feet of rooftop solar area equal to or exceeding 15 percent of the whole roof top area.

31. **Solar-ready Buildings**. The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

32. **Signage**. There shall be no off-site commercial signage on construction fencing during construction.

33. **South Los Angles CPIO Environmental Standards** – The South Los Angeles CPIO contains Environmental Standards to implement the Mitigation and Monitoring Program as part of the South Los Angeles Community Plan Update that were reviewed in the Program EIR. All projects in CPIO Subareas are required to comply with any applicable Environmental Standards.

- **38.1 - Environmental Standard AQ1:** Projects shall ensure all contractors include the best management practices provided in the bulleted list below in contract specifications:
  - Restrict idling of construction equipment and on-road heavy duty trucks to a maximum of 5 minutes when not in use.
  - Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.
  - Use heavy duty diesel-fueled equipment that uses low NOx diesel fuel to the extent it is readily available and feasible.
  - Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
  - All on-road heavy-duty diesel trucks or equipment with a gross-vehicle weight rating (GVWR) of 19,500 pounds or greater shall comply with EPA 2007 on-road emission standards for PM and NOx:
    - PM – 0.01 g/bhp-hr
    - NOx – at least 1.2 g/bhp-hr
  - Use zero-emission trucks and equipment where available, or cleanest available technology.
  - Every effort should be made by the Contractor to utilize grid-based electric power at any construction site, where feasible.
  - Where access to the power grid is not available, on-site generators are required to meet 0.01 g/bhp-hr standard for PM, or be equipped with Best Available Control Technology (BACT) for PM emissions reductions.
  - Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.
  - Construction contractors shall use pre-painted construction materials, as feasible.
  - Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
  - Prepare haul routes, when required by the LAMC, that conform to local requirements to minimize traversing through congested streets or near sensitive receptor areas.
  - Maintain a buffer zone that is a minimum of 1,000 feet between truck traffic and sensitive receptors, where feasible.
  - When required by LADOT, upgrade signal synchronization to improve traffic flow.
  - Configure construction parking to minimize traffic interference.

- When required by LADOT, provide dedicated turn lanes for movement of construction trucks and equipment on-and off-site.
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.
- Traffic speeds on all unpaved roads shall be 15 mph or less.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptors areas, as feasible.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.
- Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation. The name and contact information of the construction relations officer shall be posted at a location on the project site that is accessible and visible from the public right-of-way.
- Identify Sensitive Uses within 500 feet of a project that involves ground-disturbing activities and notify sensitive uses before construction projects occur, including disclosure of the name and contact information for the construction relations officer actin as the community liaison.
- Implement the fugitive dust control measures as required in the South Coast Air Quality Management District's Rule 403 Fugitive Dust.

- **38.2 - Environmental Standard CR1:** If during construction activities any cultural materials are encountered, construction activities within a 50-meter radius shall be halted immediately and the project applicant shall notify the City. A qualified archeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. However, those activities could continue in other areas of the project site. If the find were determined to be significant by the archeologist, the City and the archeologist would meet to determine the appropriate course of action. All cultural materials recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.
- **38.3 - Environmental Standard CR2:** Projects that involve construction-related soil disturbance shall require that during excavation and grading, if paleontological resources are uncovered, all work in that area shall be halted immediately and the project applicant shall notify the City. The project applicant shall retain a paleontologist to assess the nature, extent, and significance of any cultural materials that are encountered and to recommend appropriate methods to preserve any such resources. Said paleontologist will have the authority to put a hold on grading operations and mark, collect and evaluate any paleontological resources found on the site where it is discovered during construction. Said paleontologist shall be provided a reasonable amount of time to prepare and implement protection measures coordinating with the City of Los Angeles Building and Safety Department. Any paleontological remains and/or reports and surveys shall be submitted to the Los Angeles County Natural History Museum.
- **38.5 - Environmental Standard HM1**: A Soil Management Plan shall be prepared prior to the Department of Building and Safety's issuance of a grading permit to review and address any impacted soil that may be encountered during excavation and grading. The SMP shall provide for the sampling, testing, and timely disposal of such soil and properly treated and disposed of in accordance with applicable SCZQMD, DTSC, and LARWQCB requirements. An Environmental Professional

shall be on-site during excavation and grading of the project site to monitor environmental conditions pertaining to soil. Written confirmation by the Environmental Professional stating that required site remediation was completed consistent with the relevant federal, state, or local requirements shall be provided to the City prior to issuance of certificates of occupancy.

- **38.6 - Environmental Standard N1:** Projects (except for Residential Subareas M, N, and O) shall ensure that all contractors include the following best management practices in contract specifications, where applicable:
    - Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
    - The construction contractor shall locate construction staging areas away from sensitive uses.
    - When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
    - Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
    - Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
    - The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
    - Use electric or solar generators, when available.
- **38.7 - Environmental Standard N2:** Projects (except for Residential Subareas M, N, and O) shall comply with the following conditions:
    - Mechanical equipment (e.g., heating, ventilation and air conditioning (HVAC) Systems) shall be enclosed with sound buffering materials.
    - Truck loading/unloading activity shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m. when located within 200 feet of a residential land use.
    - Parking structures located within 200 feet of any residential use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.
- **38.8 - Environmental Standard N4:** Projects (except for Residential Subareas M, N, and O) shall ensure that all contractors include the following best management practices in contract specifications, where applicable:
    - Impact pile drivers shall be avoided where possible in vibration-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are alternatives that shall be utilized where geological conditions permit their use.
    - The construction activities shall involve rubber-tired equipment rather than metal-tracked equipment.
    - The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where

possible to avoid construction vibration impacts.

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. **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 for attachment to the file.

41. **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 <u>any</u> 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

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES FINDINGS

1. **Government Code Section 65915 and LAMC Section 12.22 A.25 state that the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:**

   a. The incentives do not result in identifiable and actual cost reductions 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 City Planning Commission to make a finding that the requested Off-menu 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.

   Based on the set-aside of 17 percent of base units for Very Low Income (VLI) households, the applicant is entitled to three (3) Incentives under both the Government Code and LAMC. Therefore, the three Off-Menu requests qualify as the proposed development's incentives.

   Open Space:
   LAMC Section 12.21.G requires 100 square feet of open space for all residential units with less than three habitable rooms (not including kitchen areas) and 125 square feet of open space for all units with three habitable rooms. The Project has a total of 103 units with less than three habitable rooms, and eleven units with three habitable rooms, resulting in a total open space requirement of 11,675 square feet. The LAMC also requires that at least 50 percent of the total open space be provided in the form of common open space, with at least 25 percent of the total common open space provided as landscaping, and no more than 25 percent of the total open space provided through recreation rooms.

   The Project is providing 3,160 square feet of common open space in a pool deck on the second-floor level, including 790 square feet of landscaped open space area, as well as 3,150 square feet of private open space in the form of 63 balconies, contributing 50 square feet of open space each, for a total of 6,310 square feet of open space. The Project is also providing a 2,500 square-foot recreation room on the ground floor and a 975 square-foot recreation room adjacent to the pool deck. If these areas are counted toward the open space total, the Project would have a total of 9,785 square feet of open space.

   However, it is not feasible for the Project to provide additional outdoor landscaped common open space within the Project without either reducing the building envelope to accommodate a larger courtyard space, which would reduce the available residential use area, the standard square footage of these dwelling units, and consequently, the total number of both market and affordable units, or by changing the building type to support a roof deck use, which would substantially increase construction costs. This Incentive will result in identifiable and actual cost reductions to provide for the Project's affordable housing costs and supports the Applicant's decision to set aside the specified number of dwelling units for Very Low Income Households for 55 years.

Active Floor Area: South Los Angeles CPIO Section III-3.D.4 requires that the Ground Floor of the Primary Frontage must incorporate Active Floor Area along at least 75 percent of the Primary Frontage to a depth of at least 25 feet, excluding areas required to be used for vehicular access. The Applicant has requested an Off-Menu Incentive to allow Active Floor Area to be provided for 52 percent of the Ground Floor of the Primary Frontage, in lieu of 75 percent. Active Floor Area is defined in CPIO Section I-4.A as Ground Floor area dedicated to: "Commercial Uses, residential lobbies, Community Facilities, or Pedestrian Amenities," with "Community Facilities" identified as government or non-profit uses.

The purpose of this requirement is to create an engaging street frontage along Western Avenue, with visible, active uses, and for the Project to provide public-facing neighborhood serving uses, in addition to the community-serving residential uses proposed. The Project satisfies the intent of this provision by providing a residential lobby with entry plaza, commercial space, and resident amenity space for 75 percent of the Primary Frontage, with transparent storefront window glass for all of the spaces, affording pedestrian views into the buildings.

The Applicant has determined that there is not adequate foot traffic and commercial activity at this location to support a significant anchor retail use, and so rather than build an oversized space that risks vacancy and that will become a burden on the Project, the Applicant is requesting a reduction in the required quantity of Active Floor Area, while still satisfying the intent of the requirement by providing Active Floor Area for the majority of the Primary Frontage, as well as other active uses. As such, this Incentive will result in identifiable and actual cost reductions to provide for the Project's affordable housing costs and supports the Applicant's decision to set aside 14 dwelling units for Very Low Income Households for 55 years.

Vehicular Access: South Los Angeles CPIO Section III-3.E.7 requires that new buildings must provide vehicular access from an alley or side street when available, with vehicular access from the Primary Frontage prohibited unless LADOT determines that no other reasonable alternative exists.

The Project has an alley along the rear property line, but the Project begins 150 feet to the south of the north alley entrance on 30th Street and 162 feet from the south-east and southwest alley entrances along Western Avenue and Hobart Boulevard, respectively. The alley to the north of the Property is only 14 feet wide and the alley to the south of the Property is only twelve feet wide, so it would not be feasible for all vehicular access, especially the vehicular access for the commercial space, to come from these narrow, substandard alley sections, which the Applicant has no authority to widen along other private property lines.

The Applicant has been in discussions with potential neighborhood-serving retail operators for the commercial space on Western Avenue, and they have all affirmed that the use cannot be viable if it relies solely on substandard alley access. To meet the spirit of the Active Floor Area requirement discussed above, the Project must provide a commercial space, but to ensure the success of that space, the Project must also be permitted vehicular access from Western Avenue.

As such, this Incentive will result in identifiable and actual cost reductions to help support the Project's affordable housing costs and the Applicant's decision to set aside 14 dwelling units for Very Low Income Households for 55 years.

b. The Incentive will have specific adverse impact upon public health and safety 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 (Government Code Section 65915(d)(1)(B) and 65589.5(d)).

There is no evidence in the record that the proposed density bonus incentive(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)).

The project 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. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on public health and safety, or on property listed in the California Register of Historic Resources.

c. The incentive(s) <u>are contrary</u> to state or federal laws.

There is no evidence in the record that the proposed incentives are contrary to state or federal law.

Following is a delineation of the findings related to the request for four Waivers of Development Standard, pursuant to Government Code Section 65915.

2. **Government Code Section 65915 and LAMC Section 12.22 A.25 state that the Commission <u>shall approve</u> a density bonus and requested Waiver of Development Standard(s) unless the Commission finds that:**

a. ***The waiver(s) or reduction(s) are contrary to state or federal laws.***
There is no evidence in the record that the proposed incentives are contrary to state or federal law.

A project that provides 17 percent of total units for Very Low Income Households qualifies for three (3) Incentives, and may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Therefore, the request for the following is recommended as a Waiver of Development Standards. Without the below waivers, the existing development standards would preclude development of the proposed density bonus units and project amenities:

Height: The subject Property is zoned C2-2D-O-CPIO, within Height District No. 2, which permits unlimited building height. However, the "D" Limitation, which relates to CPIO Section III-3.A.2., imposes a base height limit of three stories and 45 feet of building height, with an additional 42 inches of height permitted for parapet walls that enclose roof uses, and an additional nine feet of height for architectural features, for a maximum base height of 54 feet.

The Applicant has requested a Waiver of Development Standard to permit a height of five stories and 64 feet, six inches to the top of the parapet. The additional height will allow for the construction of the affordable units by permitting the necessary building envelope for the intended level of density. If the Waiver is not granted, it would physically preclude the construction of the affordable units by eliminating the two upper residential floors. There are 29 dwelling units on the 4th Floor and 29 units on the 5th Floor, for a total of 48 units that would not be possible to construct without the requested Waiver for additional height.

Floor Area Ratio: The subject Property is zoned C2-2D-O-CPIO, within Height District No. 2, which permits 6.0 FAR. However, the "D" Limitation, which relates to CPIO Section III-3.B.2, imposes a base FAR limit of 1.5:1 and maximum bonus FAR limit of 3.0:1. If the Waiver is not granted, it would physically preclude the construction of the affordable units by reducing the proposed floor area by 38,779.9 square feet, resulting in the loss of two full residential floors.

Without the requested waivers, the project would be physically precluded by a lack of physical space to develop the necessary building envelope to build the density requested as part of the project.

b. ***The Incentive will have specific adverse impact upon public health and safety 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 evidence in the record that the proposed density bonus incentive(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)). The project 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. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on public health and safety, or on property listed in the California Register of Historic Resources.

CONDITIONAL USE FINDINGS

3. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

   The project site is zoned C2-2D-O-CPIO, which allows a base density of 76 dwelling units on the subject property.

   The State Density Bonus Law (Government Code Section 65915(n)) allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	**50**

   The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 50 percent increase in density for a total of 114 dwelling units in lieu of 76 dwelling units as otherwise permitted by-right in the C2-2D-O-CPIO Zone. As provided in the table above, the applicant is required to set aside at least 17 percent, or 14 units, of 76 by-right density units for the 50-percent density increase. The applicant proposes a project totaling 114 dwelling units, 14 of which will be restricted to Very Low Income Households for a period of 55 years, which is 17 percent of the 76 base density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 50 percent density increase.

   According to the 2021 Housing Element of the City of Los Angeles General Plan, 22 percent of total households in the City earn less than $25,000 a year and 42 percent of all households make less than $50,000 a year, therefore, almost half of the City's residents are in the Very Low or Low Income Categories. The City has determined that the shortage of affordable housing is an ongoing crisis in Los Angeles. The increased intensity and density of the proposed development will be offset by the project's ability to provide the number of affordable units required by the City's Density Bonus policy. Therefore, the proposed project would provide a service that is essential and beneficial to the community, city and region.

4. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The proposed Project consists of the construction of a new five-story mixed-use multifamily building with 114 residential units and 2,500 square feet of ground floor commercial uses. The Project site is currently developed with a vacant one-story commercial building, which is proposed to be demolished as part of the project. The Property is located in an urbanized area surrounded by commercial and multifamily use along Western Avenue in the C2 zone. With the exception of the requests herein, the Project has been designed to fully comply with the requirements of the underlying zone and CPIO, including the CPIO transitional height stepback requirements, which are intended to limit the impact of new development on nearby low density residential properties, such as the parcels on the opposite side of the alley to the east of the Property. The Project has been thoughtfully designed and includes ground floor commercial space with a street entrance and storefront glazing that is architecturally differentiated from the residential upper floors. The Project will enhance the streetscape with landscaping, improved sidewalks, and street trees.

Given the proposed Project's location in the CPIO TOD Subarea and close proximity to the Metro Rapid Bus line and E Line rail station, along with the existing development in the immediate vicinity of the subject Property, the Project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

5. **The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. Policies and programs set forth in the General Plan are subjective in nature, as the General Plan serves as a constitution for development and foundation for land use decisions. The project substantially conforms with the following purposes and objectives of the General Plan Elements: Framework Element, Land Use Element (South Los Angeles Community Plan), Housing Element, and Mobility Element.

The project site is located in the South Los Angeles Community Plan, and is designated for Community Commercial land uses, with corresponding zones of CR, C1, C1.5, C2, C4, RAS3, and R3. The site is zoned C2-2D-O-CPIO, and is consistent with the land use designation. The C2 Zone allows for R4 density at a ratio of one dwelling unit per 400 square feet of lot area. Height District No. 1 in the C2-2D-O-CPIO Zone allows a 45 foot building height and a FAR of 1.5:1 on the subject site. The site is also located within the South Los Angeles Community Plan Implementation Overlay ("CPIO") District TOD Low Subarea. The CPIO contains additional regulations for ground floor and building height, density, building disposition, building design, and parking. The site is also located within South Los Angeles Alcohol Sales Specific Plan (ZI File No. 1231), and Transit Priority Area (ZI File No. 2452).

Consistent with the Community Plan, the proposed 114-unit mixed-use development, which includes 14 Very Low Income units, adds new multi-family housing and much needed affordable housing to Los Angeles's housing supply, in a neighborhood that is conveniently located to a variety of regional destinations, community services and amenities, and multi-

modal transportation options. It also adds approximately 2,500 square feet of ground-floor commercial space fronting Western Avenue to serve the community.

Framework Element

The General Plan designates the subject site with Community Commercial land use designation with corresponding zones CR, C1, C1.5, C2, C4, RAS3, and R3. The property is zoned C2-2D-O-CPIO, which is consistent with the Community Commercial land use. The C2-2D-O-CPIO zone allows for R4 (High Medium Residential) land uses and estimates 56 to 109 dwelling units per acre.

Therefore, as a 5-story mixed-use development with a maximum 2.87:1 FAR as allowed by Density Bonus, the proposed project is consistent with the General Plan Framework.

Land Use Element – South Los Angeles Community Plan

The proposed project aligns with the intent of the South Los Angeles Community Plan including the following:

> *Goal LU4: Distinct multi-family neighborhoods that preserve physical assets and foster neighborhood character and identity.*
>
> *Policy LU4.2 – On-site Amenities. Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community meeting spaces and usable private and/or public open space.*
>
> *Policy LU4.3 – Compliance with Design Guidelines. New multi-family residential development should be designed in accordance with established design guidelines to ensure high-quality design.*
>
> *Goal LU5 – Adequate housing units are promoted and provided for all segments of the community regardless of income, age, physical ability, or ethnic background.*
>
> *Policy LU5.1 – Address Diverse Resident Needs. Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2035.*
>
> *Policy LU5.2 – Diverse and Affordable Housing. Prioritize housing that is affordable to a broad cross-section of income levels, that provides a range of residential product types, and that supports the ability to live near work.*
>
> *Policy LU5.6 – Locate Density Appropriately. Locate higher residential densities, senior citizen housing, affordable housing and mixed-income housing, when feasible, near commercial centers, transit stops (e.g., near Expo Line and Green Line station areas) and public service facilities.*
>
> *Goal LU6 – A commercial sector that is strong and competitive, that serves the needs of individual neighborhoods and the broader community, and that provides local residents with access to high quality jobs providing a pathway out of poverty.*
>
> *Policy LU6.3 – Diverse and Desirable Uses. Attract a diversity of uses that strengthen the economic base and expand market opportunities for existing and new businesses, and provide a distribution of desirable amenities throughout the*

community, including full service grocery stores, quality sit-down restaurants, and entertainment venues.

Goal LU9 – Areas of high pedestrian activity that thrive and vibrant, cohesive neighborhoods that feel inviting and safe.

Policy LU9.1 – Design for Pedestrians. Preserve, enhance and expand existing pedestrian orientation along commercial streets through design standards such as maintaining a uniform street frontage and locating parking at the rear of lots.

Policy LU9.2 – Active Streets. Encourage an active street environment along commercial corridors by incorporating commercial or other active public uses along street frontages.

Policy LU9.8 – Reduce Conflicts. Design mixed-use projects to mitigate potential conflicts between commercial and residential uses (e.g., noise, lighting, security, truck and automobile access), and provide adequate amenities for residential occupants.

Policy LU9.10 – Minimize Curb Cuts. Minimize curb cuts along boulevards and encourage vehicular access from alleys or side streets.

Goal LU12 – Strong and competitive community commercial areas that serve the needs of the surrounding community while preserving historic commercial and cultural character.

Policy LU12.1 – Density and Mixed-Use. Locate higher densities and a mix of uses in areas designated community commercial, as appropriate, unless identified as commercial-only.

Policy LU12.2 – Design for Transitions. The scale and massing of new development along corridors should provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods with lower development intensities and building heights.

Policy LU12.3 – Design Standards and Guidelines. Recommend that new development projects conform to design standards and guidelines that promote high-quality and attractive buildings, as well as an active pedestrian oriented environment.

The project is for the construction of a new mixed-income, mixed-use development replacing a vacant commercial building and surface parking lot. The project will result in the net increase of 114 dwelling units, which will include 14 Very Low Income units. It will also provide approximately 2,500 square feet of commercial that will enhance the pedestrian experience on Western Avenue. The site is located within walking distance of public transit and local amenities. As shown in Exhibit “A” and Finding No. 4, the Project will provide design features to enhance the visual quality of the area.

Housing Element 2021 - 2029

The proposed project also conforms with the applicable policies of the Housing Element, including:

Goal 1 – A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.2 – Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1 – Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.3.1 – Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Goal 3 – A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Objective 3.2 – Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.2 – Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project will result in a net increase of 114 new residential units to the City's housing stock and conforms with the applicable provisions of the Housing Element. The applicant has requested deviations from code requirements under the Density Bonus program for increased FAR, increased height, and reduced open space, thereby allowing the creation of affordable units. Pursuant to Density Bonus requirements, 17 percent (14 units) of the base units, will be set aside for Very Low Income units. Additionally, this mixed-income development is in close proximity to public transit options, and a variety of retail, commercial, entertainment, recreational, and employment opportunities. Locating new housing and commercial space in this portion of Western Avenue will allow residents to have better access to employment centers and places of interest in area.

Mobility Plan 2035

The proposed project also conforms with the following additional policies of the Mobility Plan, including:

Policy 3.1: Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.

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

The project utilizes Density Bonus incentives for the construction of a mixed-income, mixed-use development that provides housing opportunities in close proximity to public transit along the Western Avenue corridor, and proposes reduced parking consistent with Assembly Bill

("AB") 744 and California Government Code Section 65915, thereby encouraging multi-modal transportation and decreasing vehicle miles traveled in the neighborhood. T

South Los Angeles CPIO

The South Los Angeles Community Plan Implementation Overlay ("CPIO") District was adopted by the Los Angeles City Council and became effective on December 29, 2018 under Ordinance No. 185,927. The subject site is located within the TOD Low of the South Los Angeles CPIO, which contains additional regulations for height, density, floor area, building disposition, building design, and parking. The project is subject to administrative review for compliance with the South Los Angeles Community Plan Implementation Overlay ("CPIO"). Therefore, as conditioned herein and required by LAMC Section 13.14 G.2 and CPIO, the project will be subject to an administrative review and clearance process for CPIO compliance prior to the issuance of building permits.

Therefore, the proposed project is consistent with the purposes, intent and provisions of the General Plan, South Los Angeles Community Plan, Housing Element, Mobility Plan, and CPIO, by meeting several of its goals, objectives, and policies. Specifically, the project would provide housing and commercial uses on underutilized land to 1) accommodate necessary residential growth and provide a mix of apartment sizes and affordability levels, including rent restricted units for Very Low Income households, and 2) reinforce an existing mixed-use corridor by providing an array of housing options, new retail, improved streetscape, and landscaping, that would be inviting to nearby residents and pedestrians along Western Avenue.

6. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan

The City's Housing Element for 2021-2029 was adopted by the City Council on November 24, 2021. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City.

As provided under Finding No. 5, the proposed Project would be in conformance with the following goals of the Housing Element as described below:

> *Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.*
>
> *Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs*
>
> *Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.*
>
> *Policy 1.1.3 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households*

In granting a Conditional Use for a 50 percent density increase, affordable housing is required beyond the minimum percentage required per the State Density Bonus Law and the City's Density Bonus Ordinance. This ensures that the project provides a proportional amount of

affordable housing units compared to the density increase it is seeking. In this case, the project is required to set aside 17 percent, that is 14 units, of the 76 base density units for Very Low Income Households in exchange for the 50 percent density increase requested. The project proposes to set aside 14 units for Very Low Income Households, thereby complying with the requisite percentage of affordable housing units for the 50 percent density increase.

By redeveloping the subject site for the proposed mixed-use project, a net increase of 114 new dwelling units will be made available in the community. The project will set aside 14 units for Very Low Income Households. The project will offer a range of apartment types and sizes as it provides 59 studios, 44 one-bedrooms units, and 11 two-bedroom units. Additionally, the project proposes a total of The Project is providing 3,160 square feet of common open space in a pool deck on the second-floor level, including 790 square feet of landscaped open space area, as well as 3,150 square feet of private open space in the form of 63 balconies, contributing 50 square feet of open space each, for a total of 6,310 square feet of open space. The Project is also providing a 2,500 square-foot recreation room on the ground floor and a 975 square-foot recreation room adjacent to the pool deck. If these areas are counted toward the open space total, the Project would have a total of 9,785 square feet of open space. The project will provide affordable housing in close proximity to transit, including the Metro Rapid Bus 207 line along Western Avenue, the Metro Local 38 bus line along Jefferson Boulevard, and the Metro Local 37 bus line and LADOT DASH Midtown bus line along Adams Boulevard. Additionally, the Expo/Western Station for the Metro E (Expo) Line rail service is just slightly over one-half mile from the Property. Therefore, the project is in conformance with the affordable housing provisions of the Housing Element.

7. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows:

A. 11% Very Low Income Units for a 35% density increase; or
B. 20% Low Income Units for a 35% density increase; or
C. 40% Moderate Income Units for a 35% density increase in for-sale projects.

The project may then be granted additional density increases beyond 35% by providing additional affordable housing units in the following manner:

D. For every additional 1% set aside of Very Low Income Units, the project is granted an additional 2.5% density increase; or
E. For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or
F. For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or
G. In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.

The project site is zoned C2-2D-O-CPIO, which allows a base density of 76 dwelling units on the subject property. Per the Density Bonus Ordinance, the project is permitted a 35 percent density increase in exchange for setting aside 11 percent, or 8 units, of the 76 base density units for Very Low Income Households. The project is permitted additional density increase beyond 35 percent by setting aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase

above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	**50**

The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 50 percent increase in density for a total of 114 dwelling units in lieu of 76 dwelling units as otherwise permitted by-right in the C2-2D-O-CPIO Zone. As provided in the table above, the applicant is required to set aside at least 17 percent, or 14 units, of 76 by-right density units for the 50-percent density increase. The applicant proposes a project totaling 114 dwelling units, 14 of which will be restricted to Very Low Income Households for a period of 55 years, which is 17 percent of the 76 base density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 50 percent density increase.

8. The project meets any applicable dwelling unit replacement requirements of California Government Code Section 65915(c)(3).

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the proposed housing development project replaces those units. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Amended Replacement Unit Determination, dated October 19, 2022, has determined that no units are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

9. The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the Los Angeles Municipal Code.

The applicant proposes to set aside a total of 14 units for Restricted Affordable Units. Per the Conditions of Approval, the applicant is required to execute a covenant to the satisfaction of LAHD to make 14 Restricted Affordable Units available to Very Low Income Households for rental as determined to be affordable to such households by LAHD for a period of 55 years. The applicant is required to present a copy of the recorded covenant to the Department of City Planning and the proposed project shall comply with any monitoring requirements

established by LAHD. Therefore, as conditioned, the project satisfies this finding in regards to subjected restricted affordable units to recorded affordability per LAHD, and is subject to fees as set forth in Section 19.14 of the LAMC.

10. The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by City Council (CF 05-1345) on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. LAHD utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. On April 9, 2010, the City Council adopted updates to the City's Density Bonus Ordinance (CF 05-1345-S1, Ordinance No. 181,142). However, at that time, the Affordable Housing Incentives Guidelines were not updated to reflect changes to the City's Density Bonus Ordinance or more recent changes in State Density Bonus Law located in the Government Code. Therefore, where there is a conflict between the Guidelines and current laws, the current law prevails. Additionally, many of the policies and standards contained in the Guidelines, including design and location of affordable units to be comparable to the market-rate units, equal distribution of amenities, monitoring requirements, and affordability levels, are covered by the State Density Bonus Laws.

The project requests a 50 percent density increase above the 76 base density units to permit a total of 114 dwelling units. The project will set aside 14 units for Very Low Income Households. As such, the project is consistent with the State Density Bonus Law and the local Density Bonus Ordinance, which the Affordable Housing Incentives Guidelines implement. Therefore, the project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.

SITE PLAN REVIEW FINDINGS

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

As provided under Finding No. 5, the proposed project is in substantial conformance with the purpose, intent, and provisions of the General Plan's Framework Element, South Los Angeles Community Plan, Housing Element, Mobility Plan, CPIO, and Redevelopment Plan.

The project site is located in the South Los Angeles Community Plan, and is designated for Neighborhood Commercial land uses, with corresponding zones of CR, C1, C1.5, C2, C4, RAS3, and R3. The site is zoned C2-2D-O-CPIO, and is consistent with the land use designation. The C2 Zone allows for R4 density at a ratio of one dwelling unit per 400 square feet of lot area. Height District No. 2D in the C2-2D-O-CPIO Zone allows 45 feet in building height and 3 stories and a FAR of 1.5:1 on the subject site.

The mixed-use development is permitted at this location on the subject site as an allowable use by the underlying C2-2D-O-CPIO zone. As provided under Finding No. 1, the project's increased FAR, increased height, and reduced open space are allowed by the underlying zone in combination with Density Bonus law. The project has been designed with ground floor commercial space with street entrances and storefront glazing that is architecturally differentiated from the residential upper floors.

As provided under Finding Nos. 5 and 6, the project would meet the goals, objectives, and policies of the General Plan, South Los Angeles Community Plan, Housing Element, and Mobility Plan, particularly those concerning adding housing and affordable housing near transit, neighborhood-serving uses, and jobs. The project would provide additional housing within proximity to neighborhood-serving uses and directly adjacent to public transit. The project is subject to administrative review for compliance with the South Los Angeles CPIO. The project is consistent with the goals of the Redevelopment Plan which seeks to facilitate new affordable housing development meanwhile minimizing displacement of existing residents.

12. 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.

As provided under Finding No. 4, the project has been designed to be compatible with adjacent properties and surrounding neighborhood. The subject site is located in an urbanized area surrounded by a combination of primarily single- and multi-family residential and commercial uses. The lots immediately to the north and south of the Property are also located in the C2-2D-O- CPIO zone. The parcel to the Property's immediate north is improved with a surface parking lot and the parcel to the Property's immediate south is improved with a three-story apartment building. The parcels across the alley to the east of the Property are improved with single family residences in the R1R3-O-CPIO zone. The parcels across Western Avenue to the west of the Property are improved with a four-story, 60-unit apartment building, two-story office building, and a one-story church building, all in the C2-2D-O-HPOZ-CPIO zone. On September 16, 2022, the Director of Planning granted approval for the construction of a five-story, 70-foot, three-inch mixed-use building with 40 apartment units at 3101 S. Western Avenue (DIR-2022-4503-CCMP-HCA).

The Project proposes to demolish the existing commercial structure and construct a five-story building with one level of subterranean parking. The Project will reach a maximum height of 64 feet, six inches to the top of the parapet. The project contains 81,190 square feet of floor area, with an FAR of 2.87:1. The Project's 114 units are located on Floors 2-5 and oriented around a large central courtyard, providing natural light and fresh air to the interior of the building. As a mixed-use Project, the structure is not required to provide a front yard along Western Avenue or a rear yard along the alley and is permitted zero-foot north and south side yards at the ground floor. The Project will provide eight-foot side yards for Floors 2-5, as required by LAMC Section 12.14.C.2.

<u>Height and Bulk</u>
The five-story height of the building is consistent with that of the existing four-story multifamily building and the approved five-story mixed-use building directly across from the Property, on the western side of Western Avenue (DIR-2022-4503-CCMP-HCA), and is appropriate for this type of mixed-use corridor, which is served by many high-quality transit options.

The Project has also been designed to comply with the CPIO transitional height step-back requirements, which are intended to limit the impact of new development on nearby low-density residential properties, such as the parcels on the opposite side of the alley to the east of the Property. Additionally, he primary upper building section is broken up into two distinct massing sections, separated by the open pool deck courtyard area, to reduce the perceived bulk from Western Avenue.

Setbacks
The building's setbacks are consistent with the requirements of the C2-2D-O-CPIO Zone, as well as with transitional height requirements per the CPIO. The Project is providing eight-foot residential side yards at the north and south ends of the property, but is built to the property lines at the ground floor, following the CPIO policy of maintaining a consistent street wall along the transit-oriented commercial corridors.

Lighting
All pedestrian walkways and parking entrances will be illuminated with ambient night lighting for safety and access. Lighting will complement and highlight the architectural details, while being shielded from the adjacent residences. As the majority of the common open space is located at the interior of the site, residents may utilize these common spaces after typical daytime hours without disturbing nearby residences (to the east). All on-site common open space lighting will be oriented inward, while ambient lighting will gently illuminate spaces along the street.

Landscaping
The Project proposes to maintain existing street trees and plant new street trees along Western Avenue per the standards of the Bureau of Public Works, significantly improving the streetscape in front of the Property. The proposed streetscape improvements will be consistent with those already completed in connection with the existing multifamily building to the west of the Property on the north side of 31st Street, and with the proposed improvements for the new five-story mixed use building on the south side of 31st Street.

Off-Street Parking
As noted above, the Project includes a total of 62 parking spaces, which is in excess of the 56 parking spaces required for the project pursuant to AB 2345. The Project is providing parking within a subterranean level and at grade. The Project will also include 82 residential long-term bicycle parking spaces, eight residential short-term parking spaces, two commercial long-term bicycle parking spaces, and two commercial short-term bicycle parking spaces.

Trash Collection
The Project will provide dedicated, secure residential and commercial trash and recycling rooms on the ground floor of the building.

Thus, the Project consists of an arrangement of buildings and structures and other such pertinent improvements that will be compatible with existing and future development on adjacent properties and neighboring properties.

13. The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The Project is providing a 3,160 square-foot pool deck courtyard with 790 square feet of landscaped area and an attached 975 square-foot recreation room at the second-floor level. The courtyard is interior to the Property, open toward Western Avenue, but separated from the residential area to the east by the upper building floors. This will be a high-quality open space that receives a lot of use by residents with minimal impact on surrounding properties. The Project will also provide a 2,500 square-foot recreation room at the ground floor for resident use, as well 2,500 square feet of neighborhood-serving commercial uses. These amenities will be available for all residents with no negative impacts on surrounding properties.

CEQA FINDINGS

Based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the project is within the scope of the South Los Angeles Community Plan Program EIR No. ENV-2008-1781-EIR, SCH No. 200810109, pursuant to CEQA Guidelines Sections 15168 and 15162; the environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur and no new mitigation is required; and the City has incorporated all feasible mitigation measures from the Program EIR on the Project.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing was conducted on the matter by a Hearing Officer on May 4, 2023.

PUBLIC HEARING

The public hearing was held on at approximately 11:00 a.m. The hearing was conducted by the Hearing Officer, Sergio Ibarra, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2022-8548-DB-CU-SPR-VHCA and ENV-2022-8549-EAF. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to the hearing. The environmental analysis was among the matters to be considered at the hearing.

The public hearing was attended by the applicant's representatives (Gary Benjamin), a representative of the Southwest Mountain States Carpenter labor union and one (1) member from the community. There were two (2) speakers who provided comments at the hearing.

Public Comments:

- Concern about local hire and potential air quality impacts
- Concern regarding construction impacts on nearby residents as it relates to Air Quality.

Applicant's Response to Comments:

- The Project will ensure all contractors include the best management practices provided in Environmental Standard AQ1 of the Community Plan's EIR as well as Environmental Standard HM1 which will ensure a Soil Management Plan be prepared prior to excavation.

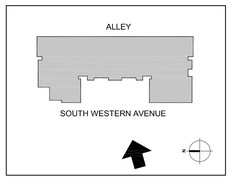
WRITTEN CORRESPONDENCE

In a letter dated May 3, 2023 on behalf of the Southwest Mountain States Regional Council of Carpenters, the Office of Mitchell M. Tsai, Attorney At Law, submits a comment that the City should require the Project to be built by local workers to benefit the community's economic development and environment. Additionally, the letter suggests that the City should impose training requirements for the Project's construction activities to prevent community spread of COVID-19 and incorporate local hire.

In a letter dated May 2, 2023, Andrew Alvarado, the property owner at 3017 S. Hobart Blvd, writes to express concern for the project's health impacts due to the 13,287 cubic yards of dirt that will be removed from the property. Mr. Alvarado also mentions that the noise of the large construction project will disrupt day to day operations for his small business.

In a letter dated March 11, 2023, Jean Frost, on behalf of the North Area Neighborhood Development Council, writes that the board moved to support the Conditional use, CPIO waiver and Density Bonus for the proposed project. NANDC is asking for two additional affordable units at the developers discretion in addition to the affordable units already provided. This is a voluntary request to the developer.

Exhibit A – Project Plans



WEST ELEVATION
LOOKING EAST FROM SOUTH WESTERN AVENUE

RENDERING

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

30x42

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

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Mar 31, 2023 - 3:24pm

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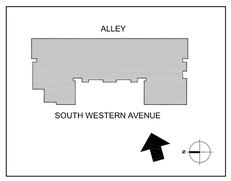
LOS ANGELES
LAS VEGAS

NADEL SPECIAL PROJECTS INC.

PZA SUBMITTAL SET

NADEL-PROJECT No.: 22057
PROJECT DATE: August 24, 2022

COVER SHEET
A0.00



CLOSE UP AERIAL VIEW
LOOKING NORTH EAST FROM SOUTH WESTERN AVENUE

RENDERING

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

30x42

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

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Mar 31, 2023 - 3:27pm

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LOS ANGELES
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PZA SUBMITTAL SET

NADEL-PROJECT No.: 22057
PROJECT DATE: August 24, 2022

PROJECT RENDERING
A0.00.1

RENDERED AERIAL VIEW
LOOKING SOUTHEAST FROM DISTANCE

RENDERING

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

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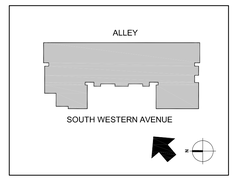
NADEL-PROJECT No.: 2057
PROJECT DATE: August 24, 2022

PROJECT RENDERING
A0.00.2



STREET VIEW
LOOKING NORTHEAST FROM SOUTH WESTERN AVENUE

RENDERING

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4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

30x42

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

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NADEL SPECIAL PROJECTS INC.

PZA SUBMITTAL SET

NADEL-PROJECT No.: 22057
PROJECT DATE: August 24, 2022

PROJECT RENDERING
A0.00.3

WEST ELEVATION 2
SCALE: 1/8"=1'-0"

EAST ELEVATION 1
SCALE: 1/8"=1'-0"

ELEVATIONS

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

30x42

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NADEL-PROJECT No.: 22057
PROJECT DATE: August 24, 2022

A0.00.4

SOUTH ELEVATION (2)
SCALE: 1/8"=1'-0"

NORTH ELEVATION (1)
SCALE: 1/8"=1'-0"

ELEVATIONS

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

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Mar 24, 2023 - 6:28pm

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NADEL
NADEL SPECIAL PROJECTS INC.

NADEL-PROJECT No.: 22057
PROJECT DATE: August 24, 2022

A0.00.5

WESTERN AVENUE

SECTION A (1)
SCALE: 1/8"=1'-0"

SECTION

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

Mar 30, 2023 - 1:54pm

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

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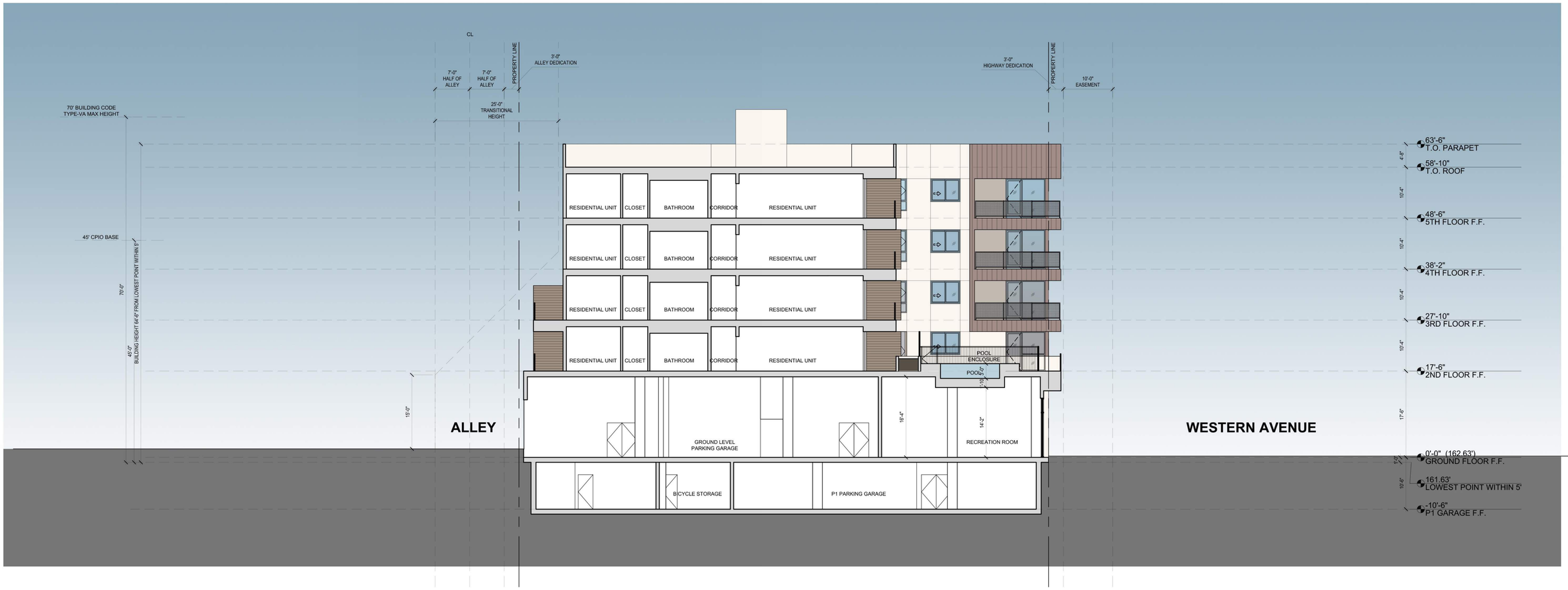
LOS ANGELES
LAS VEGAS

NADEL SPECIAL PROJECTS INC.

NADEL-PROJECT No.: 22057
PROJECT DATE: August 24, 2022

A0.00.6



SECTION B (1)
SCALE: 1/8"=1'-0"

SECTION

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

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NADEL SPECIAL PROJECTS INC.

NADEL-PROJECT No.: 22057
PROJECT DATE: August 24, 2022

A0.00.7

SECTION C (1)
SCALE: 1/8"=1'-0"

SECTION

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

Mar 24, 2023 - 6:58pm

3022 S WESTERN (LA) OWNER GP, LLC
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LOS ANGELES, CA 90010

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LOS ANGELES
LAS VEGAS

NADEL
NADEL SPECIAL PROJECTS INC.

NADEL-PROJECT No.: 22057
PROJECT DATE: August 24, 2022

A0.00.8

PLANNING DEPARTMENT INFORMATION

APPLICABLE CODES: LOS ANGELES MUNICIPAL CODE
SOUTH LOS ANGELES COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT
(SOUTH LA CPIO DISTRICT)
ORDINACE No. 185927, DEC. 29, 2018

ZONING: DENSITY ANALYSIS

UNIT DENSITY:

ABUTTING 1/2 ALLEY AREA:	(14'-0" / 2) X 250'-0"	**= 1750 SF**
LOT AREA + ABUTTING 1/2 ALLEY:	28,273.7 SF + 1750 SF	**= 30,023.7**
BASE DENSITY RATIO (DB):	1 DU / 400 SF OF LOT AREA	
BASE DENSITY (DB):	30,023.7 SF / 400" = 75.06	**~ 76 UNITS**
50% BONUS DENSITY (CU):	**76 UNITS + 50% =**	**= 114 UNITS**
TOTAL ALLOWABLE UNITS:	**114 UNITS (50% INCREASE PER 12.24-U,26)**	

ZONING: FAR CALCULATION

FAR CALCULATION:

LOT AREA:	**28,273.4 SF**
BUILDABLE AREA:	28,273.4 SF = BUILDABLE AREA
BASE ALLOWABLE FAR:	1.5
PROPOSED AREA:	**81,190 SF (OFF MENU DENSITY BONUS)**
PROPOSED FAR:	**2.87 (81,190 SF / 28,273.4 SF = 2.87)**

ZONING: YARD SETBACKS

YARD SETBACKS:

FRONT YARD: 0' PER LAMC SECTION 12.14.C.1
(3' STREET DEDICATION)

SIDE YARD: 0' AT GROUND FLOOR PER LAMC SECTION 1214.C.2
8' AT FLOORS 2-5 PER LAMC SECTION 12.14.C.2:
"...FOR A BUILDING MORE THAN TWO STORIES IN HEIGHT, ONE FOOT SHALL BE ADDED TO THE WIDTH OF SUCH SIDE YARD FOR EACH ADDITIONAL STORY ABOVE THE SECOND STORY,..."
(5' +3 STORIES (3') = 8' SIDE YARD)

REAR YARD: 0' AT GROUND FLOOR PER LAMC SECTION 12.14.C.2
(3' ALLEY DEDICATION)*
0' AT FLOORS 2-5 PER LAMC 12.22-A,18

ZONING: BUILDING HEIGHT

BUILDING HEIGHT:	
BASE HEIGHT ALLOWED:	45'-0" MAX
HEIGHT PROPOSED:	45'-0" + 19'-6" = **64'-6" ACTUAL PROJECT HEIGHT***
BUILDING STORIES ALLOWED:	3 STORIES MAX
BUILDING STORIES PROPOSED:	3 STORIES + 2 STORIES (PROPOSED) = **5 STORIES PROPOSED***

*OFF-MENU DENSITY BONUS

PARKING SUMMARY

VEHICULAR PARKING			
REQUIRED RESIDENTIAL VEHICULAR PARKING:			
*STATE DENSITY BONUS LAW -GOVERNMENT CODE SECTION 65915, (AB 2345)			
*ADDITIONAL 10% REDUCTION WITH RESIDENTIAL BICYCLE PARKING REPLACEMENT PROVISION:			
STANDARD STALLS FOR REQUIRED PARKING STALLS			
NUMBER OF UNITS:			**0.5 STALLS / UNIT**
114	UNITS		**57 STANDARD STALLS**
	10% REDUCTION * 57 STANDARD STALLS=		**52 STANDARD STALLS**
TOTAL REQUIRED RESIDENTIAL VEHICULAR PARKING:			**52 STANDARD STALLS**
TOTAL PROVIDED RESIDENTIAL VEHICULAR PARKING:			**54 STANDARD STALLS**
REQUIRED COMMERCIAL VEHICULAR PARKING:			
*LAMC			
COMMERCIAL/NON-RESIDENTIAL AREA:			**1 STALL / 500SF**
2500 SF COMMERCIAL / 500 =			**5 STALLS**
*20% COMMERCIAL BIKE PARKING REPLACEMENTS PROVISION			***4 STALLS**
REQUIRED COMMERCIAL VEHICULAR PARKING:			**4 STALLS**
TOTAL REQUIRED VEHICULAR PARKING STALLS:			**56 STALLS**
TOTAL PROVIDED VEHICULAR PARKING STALLS:			**62 STALLS**

RESIDENTIAL VEHICULAR PARKING TABULATIONS:				
LEVEL:	ADA	COMPACT	STANDARD	**TOTAL**
GROUND FLOOR	1	0	14	**15**
P1	3	0	40	**43**
TOTAL:	**4**	**0**	**54**	**58**

*52 STANDARD STALLS PROVIDED INCLUDING ADA STALLS.

NON-RESIDENTIAL VEHICULAR PARKING TABULATIONS:				
LEVEL:	ADA	COMPACT	STANDARD	**TOTAL**
GROUND FLOOR	1	0	3	**4**
P1	0	0	0	**0**
TOTAL:	**1**	**0**	**3**	**4**

BICYCLE PARKING SUMMARY

BICYCLE PARKING			
REQUIRED RESIDENTIAL BICYCLE PARKING:			
*LAMC SECTION 12.21.A.16 (TABLE 12.21)			
NUMBER OF UNITS:	SHORT TERM	LONG TERM	
1-25 UNITS	*1 PER 10 UNITS:* 25 UNITS / 10 = 2	*1 PER UNITS:* 25 UNITS / 1 = 25	
26-100 UNITS	*1 PER 15 UNITS:* 75 UNITS / 15 = 5	*1 PER 1.5 UNITS:* 75 UNITS / 1.5 = 50	
100-200 UNITS	14 *1 PER 20 UNITS:* UNITS / 20 = 1	*1 PER 2 UNITS:* 14 UNITS / 2 = 7	
TOTAL REQUIRED:	**8 SPACES**	**82 SPACES**	**90 RESIDENTIAL SPACES**
TOTAL PROVIDED:	**8 SPACES**	**82 SPACES**	**90 RESIDENTIAL SPACES**
REQUIRED COMMERCIAL BICYCLE PARKING:			
*LAMC SECTION 12.03 (TABLE 12.21.A16(a)(2))			
	SHORT TERM	LONG TERM	
	1 PER 2,000 SF: 2 SPACES MIN 2500 / 2000 = 2	*1 PER 2,000 SF:* 2 SPACES MIN 2500 / 2000 = 2	
TOTAL REQUIRED:	**2 SPACES**	**2 SPACES**	**4 COMMERCIAL SPACES**
TOTAL PROVIDED COMMERCIAL BICYCLE PARKING:			**4 SPACES**
TOTAL REQUIRED BICYCLE PARKING:			**94 SPACES**
TOTAL PROVIDED BICYCLE PARKING:			**94 SPACES**

BUILDING DEPARTMENT INFORMATION

APPLICABLE CODES:
2020 LOS ANGELES BUILDING CODE
2020 LOS ANGELES GREEN BUILDING CODE
2020 LOS ANGELES RESIDENTIAL CODE
2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA MECHANICAL CODE
2017 LOS ANGELES FIRE CODE

OCCUPANCY: **R-2** RESIDENTIAL
A-3 ASSEMBLY
S-2 PARKING GARAGE

CONSTRUCTION TYPE: S-2, R-2, A-3: TYPE I-A
R-2, A-3: TYPE V-A

ALLOWABLE FLOOR AREAS: TYPE I-A: UL
TYPE V-A:
FROM: CBC-506.2.4
AREA FACTOR INCREASE DUE TO FRONTAGE:
If = (F/P - 0.25) X W/30
= (356'-8"/776'-10" - 0.25) X 30/30
= (0.46-0.25) X 1
= 0.21
ALLOWABLE AREA: (Mixed-Occupancy, Multistory Bldg.)
R-2:
Tabular Allowable Area = 36,000 SF (SM with height increase)
NS Tabular Non Sprinklered Area = 12,000 SF
Frontage Increase = 0.21
[36,000 + (12,000x0.21)] = 38,520 SF
A-3:
Tabular Allowable Area = 11,500 SF (SM with height increase)
NS Tabular Non Sprinklered Area = 11,500 SF
Frontage Increase = 0.21
[11,500 + (11,500x0.21)] = 13,915 SF

2nd Floor:	(975/13,915) + (17035/38,520)	= 0.51
3rd Floor:	17,900/38,520	= 0.47
4th Floor:	17,900/38,520	= 0.47
5th Floor:	17,900/38,520	= 0.47
TOTAL:	___	**=1.92 < 2**

ALLOWABLE HEIGHT: FROM CBC TABLE 504.4:
TYPE VA 4 STORIES
TYPE IA UL

PROPOSED BUILDING AREAS:

OCCUPANCY	S-2 (PARKING)	A-3 (ASSEMBLY)	R-2 (RESIDENTIAL)	TOTAL SF
PARKING LEVEL P1	23,720			**23,720**
GROUND FLOOR LEVEL	18,410	5,000	1,240	**24,650**
SECOND FLOOR		975	17,035	**18,010**
THIRD FLOOR			17,900	**17,900**
FOURTH FLOOR			17,900	**17,900**
FIFTH FLOOR			17,900	**17,900**
TOTAL SF:	**42,130**	**5,975**	**71,975**	**120,080**

DWELLING UNIT MATRIX

DWELLING UNIT MATRIX			SECOND FLOOR		THIRD FLOOR		FOURTH FLOOR		FIFTH FLOOR		TOTAL UNITS	% UNITS
UNIT NAME	SF	BALCONY	Room #	# of Units	Room #	# of Units	Room #	# of Units	Room #	# of Units		
STUDIOS												
UNIT STUDIO A	370 SF	YES		11		11		0		0	**22**	
UNIT STUDIO B	370 SF	NO		0		0		11		11	**22**	
UNIT STUDIO B1	400 SF	NO		2		2		2		2	**8**	
UNIT STUDIO C	550 SF	NO		0		1		1		1	**3**	
UNIT STUDIO D	440 SF	NO		1		0		0		0	**1**	
UNIT STUDIO E	430 SF	NO		0		1		1		1	**3**	
TOTAL				14		15		15		15	**59**	52%
1 BEDROOM												
UNIT 1-A	530 SF	YES		4		4		4		4	**16**	
UNIT 1-B	510 SF	YES		0		0		3		3	**6**	
UNIT 1-B1	550 SF	YES		1		1		1		1	**4**	
UNIT 1-C	570 SF	YES		3		3		0		0	**6**	
UNIT 1-D	525 SF	NO		1		1		1		1	**4**	
UNIT 1-E	725 SF	YES		1		1		1		1	**4**	
UNIT 1-F	510 SF	YES		1		1		1		1	**4**	
UNIT 1-G	450 SF	YES		0		0		0		0	**0**	
Total				11		11		11		11	**44**	39%
2 BEDROOM												
UNIT 2-A	925 SF	YES		0		1		1		1	**3**	
UNIT 2-B	930 SF	YES		1		1		1		1	**4**	
UNIT 2-C	915 SF	YES		1		1		1		1	**4**	
TOTAL				2		3		3		3	**11**	10%
TOTAL:				**27**		**29**		**29**		**29**	**114**	**100%**

OPEN SPACE SUMMARY

OPEN SPACE		
REQUIRED OPEN SPACE:		
*LAMC SECTION 12.21.G		
NUMBER OF UNITS:		SF REQUIRED
STUIDIO: 56	*100 SF / UNIT* < 3 HABITABLE ROOMS	5,600 SF
1 BEDROOM: 47	*100 SF / UNIT* < 3 HABITABLE ROOMS	4,700 SF
2 BEDROOMS: 11	*125 SF / UNIT* = 3 HABITABLE ROOMS	1,375 SF
TOTAL OPEN SPACE SF REQUIRED:		**11,675 SF**
46% REDUCTION (LAMC 12.22-A,25):		**6,310 SF**
MINIMUM REQUIRED COMMON OPEN SPACE:		**3,155 SF**
50% OF TOTAL OPEN SPACE		
MAXIMUM ALLOWED INDOOR OPEN SAPCE		**1,577 SF**
25% OF TOTAL OPEN SPACE		
PROPOSED OPEN SPACE:		
PRIVATE OPEN SPACE PROPOSED:		
63 BALCONIES x 50 SF		**3,150** SF
COMMON OPEN SPACE PROPOSED:		
OUTDOOR COMMON OPEN SPACE:		
PODIUM POOL DECK:		**3,160 SF**
INDOOR COMMON OPEN SPACE:		
RECREATION ROOMS:		**0 SF**
TOTAL COMMON OPEN SPACE SF PROPOSED:		**3,160** SF
TOTAL OPEN SPACE PROPOSED:		
3,150 SF + 3,160 SF =		**6,310 SF**
REQUIRED LANDSCAPE COMMON OPEN SPACE:		
25% OF COMMON OPEN SPACE	3,160SF X 25%	**790** SF

**THIS PROJECT TO BE 100% PRIVATELY FUNDED.
NO PUBLIC HOUSING.**

PROJECT INFORMATION

PROJECT ADDRESS:
3018-3110 SOUTH WESTERN AVENUE, LOS ANGELES, CA 90018
PROJECT DESCRIPTION:
THE APPLICATION PROPOSES THE REPLACEMENT OF AN EXISTING SURFACE PARKING AND A 5,967 SF ONE STORY BUILDING WITH A NEW MIXED USE BUILDING PROVIDING 114 RESIDENTIAL APARTMENT UNITS, 2500 SF COMMERCIAL AREA, 62 ONSITE PARKING STALLS AND SUPPORTING RESIDENTIAL RECREATION AREAS. BUILDING WILL PROVIDE 14 VLI UNITS.

THE PROJECT IS REQUESTING A CONDITIONAL USE PERMIT(CUP) TO PERMIT A 50% DENSITY BONUS INCREASE, PURSUANT TO LAMC 12.24-U,26, SITE PLAN REVIEW,PURSUANT TO LAMC16.05; AND THE FOLLOWING DENSITY BONUS INCENTIVES PURSUANT TO LAMC 12.22-A.25:

OFF-MENU DENSITY BONUS INCENTIVES:

1. INCENTIVE TO PERMIT 6,310 SF OF OPEN SPACE IN LIEU OF 11,675 SF AS OTHERWISE REQUIRED BY LAMC SECTION 12.21.G, REPRESENTING A 46% REDUCTION.
2. INCENTIVE TO PERMIT 52% ACTIVE FLOOR AREA ALONG THE PRIMARY FRONTAGE, IN LIEU OF 75% AS OTHERWISE REQUIRED BY CPIO SECTION III-3.D.4.
3. INCENTIVE TO PERMIT VEHICULAR ACCESS FROM THE PRIMARY FRONTAGE IN LIEU OF VEHICULAR ACCESS ONLY FROM THE ALLEY, AS OTHERWISE REQUIRED BY CPIO SECTION III-3.E.7.

WAIVERS OF DEVELOPMENT STANDARDS

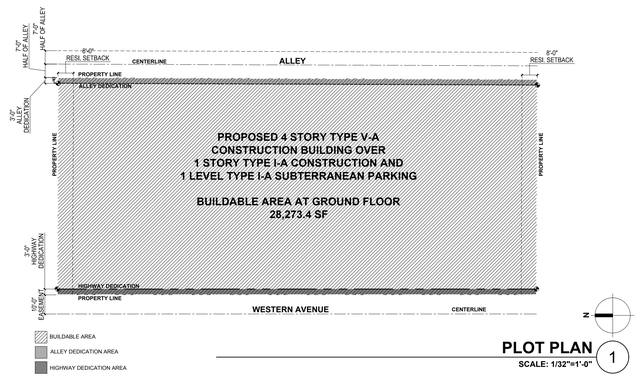
1. WAIVER OF DEVELOPMENT STANDARD TO PERMIT A HEIGHT OF FIVE STORIES AND 64 FEET, SIX INCHES TO THE TOP OF THE PARAPET, IN LIEU OF THREE STORIES AND 45 FEET, AS OTHERWISE PERMITTED BY CPIO SECTION III-3.A.2.
2. WAIVER OF DEVELOPMENT STANDARD TO PERMIT A 2.87:1 FAR IN LIEU OF 1.5:1, AS OTHERWIASE PERMITTED BY CPIO SECTION III-3.B.2.

APN:	5053-008-004, -005, -006
LEGAL:	LOTS FR 4-FR 8, BLOCK 22, CHA'S VICTOR HALL TRACT
ZONE:	C2-2D-O-CPIO
GENERAL PLAN LAND USE:	COMMUNITY COMMERCIAL
CPIO (D LIMITATION)	SOUTH LOS ANGELES-SUBAREA E - TOD LOW
TOC:	TIER 1
OTHER:	STATE ENTERPRISE ZONE
EXISTING USE (ASSESSOR):	9,000 SF WAREHOUSE, C. 1990
AFFORDABLE SET-ASIDE UNIT OPTIONS:	13 ELI UNITS OR 14 VLI UNITS [(CU REQUIREMENT = 50%-35%=15%/2.5%=6%; 11% +6%=17% VLI UNITS; 76 UNIT x 17%=12.9~13 VLI UNITS) + (CPIO BASE DENITY REQUIREMENT=9% ELI x 114 UNITS = 10.3~ 11 ELI UNITS OR 12% VLI X 114 UNITS = 13.7 ~ 14 VLI UNITS)]
AFFORDABLE SET - ASIDE UNITS PROVIDED	**14 VLI UNITS**
DEDICATION REQUIREMENTS (EST)	3' ON WESTERN TO COMPLETE A 43' HALF-ROW & 3' IN

UNDER SEPARATE PERMIT:
1.MECHANICAL
2.ELECTRICAL
3.PLUMBING
4.SIGNAGE
5.POOL

DEMOLITION SCOPE OF WORK:
EXISTING SITE:
REMOVE (E) ASPHALT PARKING
REMOVE (E) SINGLE STORY BUILDING

BUILDABLE AREA DIAGRAM / PLOT PLAN



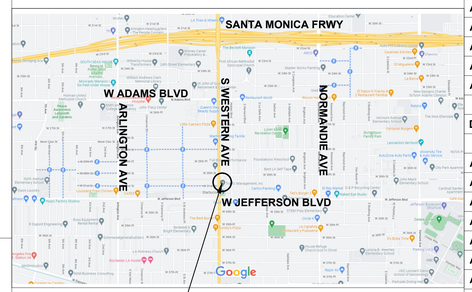
PLOT PLAN 1
SCALE: 1/32"=1'-0"

RENDERING

PROJECT DIRECTORY

OWNER:	**3022 S. WESTERN (LA) OWNER GP, LLC** **4700 WILSHIRE BLVD.** **LOS ANGELES, CA 90010**
ARCHITECT:	**NADEL SPECIAL PROJECTS, INC.** **1990 S. BUNDY DRIVE, #400** **LOS ANGELES, CA 90025** **T: 310.826.2100**
CIVIL ENGINEER:	**TBD**
STRUCTURAL ENGINEER:	**TBD**
MEP:	**TBD**
LANDSCAPE ARCHITECT:	**TGP Inc. Landscape Architecture** **PO Box 704** **Montrose, CA 91021** **T: 818.797.5914**

VICINITY MAPS



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NADEL

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LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/8" = 1'-0"

ISSUE: PZA SET 08/24/2022

PROJECT INFORMATION

A0.01

Dec 20, 2022 - 10:17am

30x42

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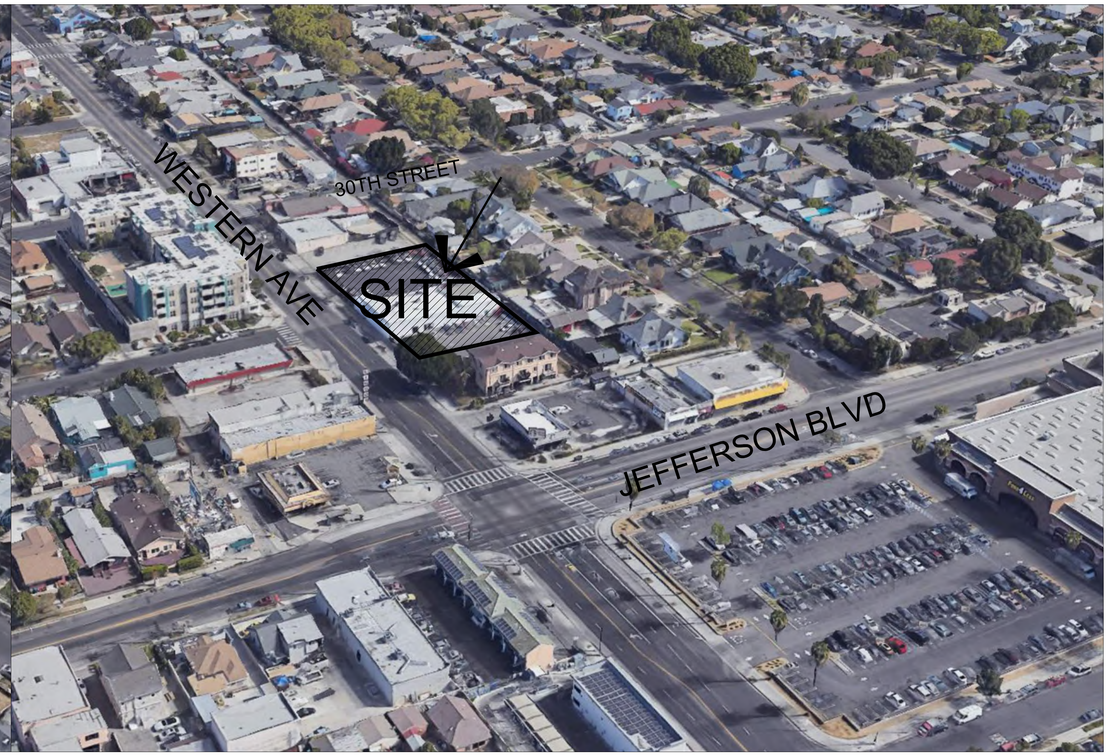
AERIAL SITE VIEW
LOOKING EAST FROM 31ST STREET

AERIAL SITE VIEW
FROM JEFFERSON BLVD LOOKING NORTHWEST

AERIAL SITE VIEW
LOOKING SOUTH EAST



AERIAL SITE VIEW
LOOKING NORTH EAST

SITE PHOTOS AERIAL VIEWS

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
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30x42

3022 S Western

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PZA SUBMITTAL SET

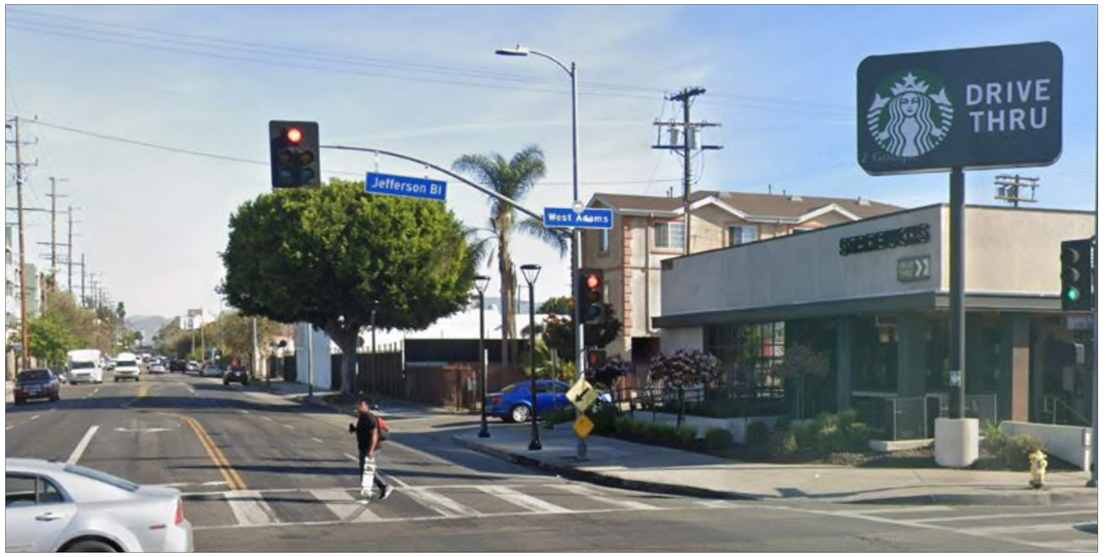
NADEL-PROJECT No.: 22057
PROJECT DATE: August 24, 2022

A0.02

SITE PHOTO STREET VIEW
LOOKING SOUTH FROM WESTERN AVE (5)

SITE PHOTO STREET VIEW
LOOKING EAST FROM 31ST STREET (2)

SITE PHOTO STREET VIEW
LOOKING NORTHEAST AT S WESTERN AVE (4)



SITE PHOTO STREET VIEW
LOOKING NORTH AT W JEFFERSON BLVD AND WESTERN AVE CORNER (1)

SITE PHOTO STREET VIEW
LOOKING SOUTH AT S WESTERN AVE AND 30TH STREET (3)

SITE:
3022 S WESTERN AVENUE

VIEW KEY

SITE PHOTOS

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

30x42

3022 S Western

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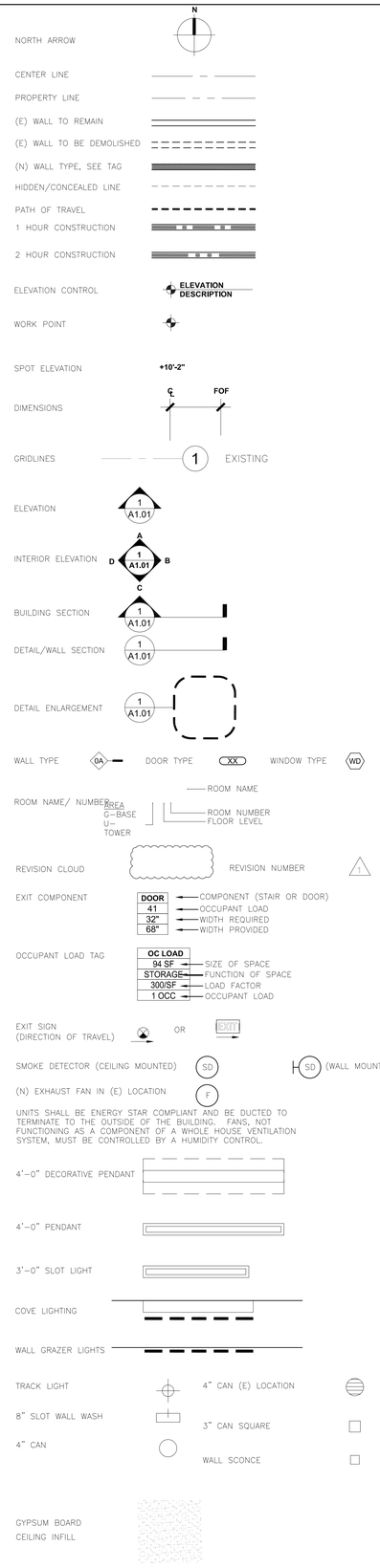
NADEL-PROJECT No.: 22057
PROJECT DATE: August 24, 2022

A0.03

ABBREVIATIONS

<	ANGLE
@	AT
℄	CENTERLINE
#	NUMBER OF POUNDS
AB	ANCHOR BOLT
AC	ACRYLIC (PAINT)
AC	ASPHALT CONCRETE
ACOUS	ACOUSTICAL
A/C	AIR CONDITIONING
AD	AREA DRAIN
ADJ	ADJUSTABLE
AFF	ABOVE FINISH FLOOR
AL	ALUMINUM
ALT	ALTERNATIVE
ANOD	ANODIZED
AP	ACCESS PANEL
AN,PNL	ANNUNCIATOR PANEL
ASW	AREA SEPARATION WALL
BD	BOARD
BLDG	BUILDING
BLK	BLOCK
BLKG	BLOCKING
BM	BEAM
BOT	BOTTOM
BT	BOTTOM OF TRENCH
BUR	BUILT-UP ROOFING
CAB	CABINET
CB	CATCH BASIN
CEM	CEMENT
CIP	CAST IN PLACE
CIPC	CAST IN PLACE CONCRETE
CER	CERAMIC
CJ	CONSTRUCTION JOINT
CL	CENTER LINE
CLG	CEILING
CLO	CLOSET
CLR	CLEAR, CLEARANCE
CMU	CONCRETE MASONRY UNIT
CO	CONCRETE OPENING
COL	COLUMN
CONC	CONCRETE
CONT	CONTINUOUS
CONSTR	CONSTRUCTION
COORD	COORDINATE
CORR	CORRIDOR
CP	CEMENT PLASTER
CRG	CORRUGATED
CRP	CARPET
CS	CORRUGATED SIDING
CSP	COMBINATION STANDPIPE
CTV	CONTRACTOR TO VERIFY
DBL	DOUBLE
DEG	DEGREE(S)
DET,DTL	DETAIL
DF	DOUGLAS FIR
DIA	DIAMETER
DIAG	DIAGONAL
DIM	DIMENSION
DN	DOWN
DR	DOOR
DWG	DRAWING
DS	DOWN SPOUT
DSL	DOWN SPOUT LEADER
(E)	EXISTING
EA	EACH
ECP	EXTERIOR CEMENT PLASTER
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRICAL
ELEV	ELEVATOR, ELEVATION
EMER	EMERGENCY
ENCL	ENCLOSURE
EP	ELECTRIC PANEL
EPS	EXPANDED POLYSTYRENE FOAM
EQ	EQUAL
EQUIP	EQUIPMENT
ES	EACH SIDE
EXP	EXPOSED
EXT	EXTERIOR
FA	FIRE ALARM
FB	FIRE BARRIER
FD	FLOOR DRAIN, FIRE DAMPER
FDC	FIRE DEPARTMENT CONNECTION
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CABINET
FF	FINISH FLOOR, FACTORY FLOOR OR FACTORY FINISH
FH	FIRE HYDRANT
FHC	FIRE HOSE CABINET
FIN	FINISH
FLR.	FLOOR
FLASH	FLASHING
FLUOR	FLUORESCENT
FMC	FLOOR MATERIAL CHANGE
FO	FACE OF
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FOM	FACE OF MASONRY
FOS	FACE OF STUDS
FOW	FACE OF WALL
FP	FIRE PARTITION
FRMG	FRAMING
FRR	FIRE RESISTIVE RATED
FS	FLOOR SINK
FSW	FIRE SEPARATION WALL
FT	FEET, FOOT
FTG	FOOTING
FURR	FURRING
FW	FLAT WALL (PAINT)
GA.	GAUGE OR GAGE
GALV	GALVANIZED
GD	GARBAGE DISPOSAL
GL	GLASS
GR	GRADE
GSM	GALVANIZED SHEET METAL
GYP	GYPSUM
GWB	GYPSUM WALLBOARD
GYP BD	GYPSUM BOARD
H	HIGH
HB	HOSE BIBB
HC	HOLLOW CORE
HDBD	HARDBOARD
HDWD	HARDWOOD
HDWRE	HARDWARE
HM	HOLLOW METAL
HO	HOLD OPEN
HORIZ	HORIZONTAL
HR	HOUR(S)
HT	HEIGHT, HEAVY TIMBER
ID	INSIDE DIAMETER
IN	INCH(ES)
INSUL	INSULATION
INT	INTERIOR
JT, JNT	JOINT
LAM	LAMINATE
LAV	LAVATORY
LIN	LINEN
LVR, LV	LOUVER(ED)
LT	LIGHT
LT WT	LIGHT WEIGHT
LTG	LIGHTING
MAX	MAXIMUM
MATL	MATERIAL
MB	MACHINE BOLT
MC	MINERAL CORE, MEDICINE CABINET
MDO	MEDIUM DENSITY OVERLAY
MECH	MECHANICAL
MTL, MT	METAL
MFR	MANUFACTURER
MGR	MANAGER
MIN	MINIMUM OR MINUTE
MICRO	MICROWAVE OVEN
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MTD	MOUNTED
NF	NO FINISH REQUIRED TO BE APPLIED BY CONTRACTOR IN FIELD
NIC	NOT IN CONTRACT
MIR.	MIRRORED
NO	NUMBER
NV	NON-VISION
NTS	NOT TO SCALE
O/, o/	ON, OVER
OC	ON CENTER
OD	OVERFLOW DRAIN/ OUTSIDE DIAMETER
OF	OIL FINISH
OFC	OFFICE
OH	OPPOSITE HAND
OPNG	OPENING
OPP	OPPOSITE
OS	OVERFLOW SCUPPER
PCP	PORTLAND CEMENT PLASTER
PERP	PERPENDICULAR
PH (P.H.)	PANIC HARDWARE
P/H	PENTHOUSE
PL	PROPERTY LINE
PL	PLATE
P.LAM, P-L	PLASTIC LAMINATE
PLAS	PLASTER
PLYWD	PLYWOOD
POT	PATH OF TRAVEL
PR	PAIR
PREFAB	PREFABRICATED
PSF	PRE-FINISHED STEEL FRAME
PT	PAINT, POST TENSIONED/ PRESSURE TREATED
P/T	PRESSURE TREATED FOR DECAY RESISTANCE
PT.DF	PRESSURE TREATED DOUGLAS FIR
R	RADIUS OR RISE(R)
RAD	RADIUS
RB	RECYCLE BIN/ RUBBISH BIN
RD	ROOF DRAIN
RDWD	REDWOOD
REBAR(S)	REINFORCING BARS
REC	RECESSED
REFR	REFRIGERATOR
REINF	REINFORCEMENT, REINFORCING
REQ	REQUIRED
RESIL	RESILIENT
RM	ROOM
RO	ROUGH OPENING
RSV	RESILENT SHEET VINYL
RTI	REFER TO INTERIOR DRAWINGS
ROTS, RQMTS	REQUIREMENTS
S & P	SHELF AND POLE
SASF	SELF-ADHERING SHEET FLASHING (GRACE ICE & WATER SHIELD OR EQ.)
SC	SOLID CORE
SCHED	SCHEDULE
SECT	SECTION
SGE	SEMI-GLOSS ENAMEL
SHR	SHOWER
SH,SHT	SHEET
SHR	SHOWER
SHTG	SHEATHING
SIL,POL	SILICONE POLYESTER
S & L	STAIN AND LACQUER
SP	STANDPIPE
SPEC	SPECIFICATION
SQ	SQUARE
SQ.FT,SF	SQUARE FEET
SS	STRUCTURAL SLAB
S.ST	STAINLESS STEEL
STD	STANDARD
ST	STAIN
STL	STEEL
STOR	STORAGE
STRUC	STRUCTURAL
SUSP	SUSPENDED
SV	SHEET VINYL
SYM	SYMMETRICAL
T	TREAD
T & B	TOP AND BOTTOM
TOC	TOP OF CONCRETE
TCT	TOP OF CONCRETE TREAD
TDI	TOP OF DECK INSULATION
TEL	TELEPHONE
TEMP	TEMPERED
TG	TEMPERED GLASS
T & G	TONGUE AND GROOVE
THK,TH	THICK
TOP	TOP OF PARAPET, TOP OF PLATE
TOPLY	TOP OF PLYWOOD
TOS	TOP OF STEEL OR STUD
TRNF	TRANSFORMER
TS	TOP OF SHEATHING
TV	TELEVISION
TOW	TOP OF WALL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
UON	UNLESS OTHERWISE NOTED
VCT	VINYL COMPOSITION TILE
VENT	VENTILATE, VENTILATING
VERT	VERTICAL
VEST	VESTIBULE
VN	VINYL
VTR	VENT TO ROOF
VWC	VINYL WALL COVERING
W	WASHING MACHINE
W/	WITH
WC	WATER CLOSET
WD	WOOD
WH	WATER HEATER
WI	WROUGHT IRON
WIC	WALK IN CLOSET
W/O	WITHOUT
WP	WATERPROOF
WPG	WATERPROOFING
WR	WATER RESISTANT
WSP	WET STANDPIPE
WW	WINDOW WALL

SHEET SYMBOLS



BUILDING DEPARTMENT NOTES:

DIVISION II- SCOPE AND APPLICATION

1. SEE SHEET A.001 FOR GOVERNING CURRENT CODES
2. ALL WORK SHALL CONFORM TO ALL CURRENT GOVERNING CODES AND ORDINANCES HAVING JURISDICTION ON THE PROJECT.
3. THE CONSTRUCTION OR DEMOLITION OF ANY BUILDING, STRUCTURE, SCAFFOLDING OR FALSE WORK MORE THAN 3 STORIES OR 36' IN HEIGHT REQUIRES A PERMIT FROM THE STATE OF CALIFORNIA DIVISION OF INDUSTRIAL SAFETY PRIOR TO THE ISSUANCE OF A BUILDING PERMIT (HSC 17922.5). G.C. IS RESPONSIBLE FOR OBTAINING PERMIT.
4. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT, THE CONTRACTOR SHALL HAVE EVIDENCE OF CURRENT WORKERS COMPENSATION INSURANCE COVERAGE IN COMPLIANCE WITH SECTION 3800 OF THE CALIFORNIA LABOR CODE ON FILE WITH THE BUILDING DEPARTMENT.
5. TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED BY BUILDING CODE SECTION 3300.1
6. PROVIDE OUTSIDE GAS SHUTOFF VALVE CONSPICUOUSLY MARKED (TITLE 19 AND EACH OCCUPANCY GROUP).
7. AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWN STREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING. (PER ORDINANCE 170, 158) (INCLUDES COMMERCIAL ADDITIONS AND TI WORK OVER $10,000.) SEPARATE PLUMBING PERMIT IS REQUIRED.
8. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.
9. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES- WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.

CHAPTER 3- USE AND OCCUPANCY

1 STRUCTURES OR PORTIONS OF STRUCTURES SHALL BE CLASSIFIED WITH RESPECT TO OCCUPANCY IN ONE OR MORE OF THE GROUPS LISTED PER 302.1

CHAPTER 4- SPECIAL REQUIREMENTS BASED ON USE AND OCCUPANCY

4. OCCUPANCIES IN GROUPS R-1, R-2, R-2.1, R-3, R3.1 AND R-4 SHALL COMPLY WITH THE PROVISIONS OF SECTIONS 420.1 THROUGH 420.5 AND OTHER APPLICABLE PROVISIONS OF THIS CODE
5. PROVIDE SMOKE DETECTION AND FIRE ALARM SYSTEMS PER SECTION 420
6. PROVIDE CARBON MONOXIDE DETECTION SYSTEMS AND ALARMS PER SECTION 420

CHAPTER 5- GENERAL BUILDING HEIGHTS AND AREAS

NO REFERENCES

CHAPTER 6- TYPES OF CONSTRUCTION

NO REFERENCES

CHAPTER 7- FIRE AND SMOKE PROTECTION FEATURES

1. FIRE PARTITION WALLS SEPARATING DWELLING UNITS SHALL COMPLY WITH SECTION 708
2. FLOOR AND ROOF ASSEMBLIES REQUIRED TO HAVE A FIRE-RESISTANCE RATING SHALL COMPLY WITH SECTION 711
3 THROUGH PENETRATIONS AND MEMBRANE PENETRATIONS OF HORIZONTAL ASSEMBLIES AND FIRE-RESISTANCE-RATED WALL ASSEMBLIES SHALL COMPLY WITH SECTION 714
4 REQUIRED OPENING PROTECTION SHALL COMPLY WITH SECTION 716
5. CONTINUOUS DRYWALL IS REQUIRED BEHIND ALL ELECTRICAL SERVICE PANELS AND MEDICINE CABINETS.

CHAPTER 8- INTERIOR FINISHES

CHAPTER 8- INTERIOR FINISHES

1. INTERIOR WALL AND CEILING FINISH MATERIALS SHALL BE CLASSIFIED FOR FIRE PERFORMANCE AND SMOKE DEVELOPMENT IN ACCORDANCE WITH SECTION 803

2 INTERIOR WALL AND CEILING FINISH SHALL HAVE A FLAME SPREAD INDEX NOT GREATER THAN THAT SPECIFIED IN TABLE 803.9 FOR THE GROUP AND LOCATION DESIGNATED.

CHAPTER 9- FIRE PROTECTION SYSTEMS

1. AUTOMATIC SPRINKLER SYSTEMS SHALL COMPLY WITH SECTION 903
2. FIRE ALARM SYSTEMS AND SMOKE ALARMS SHALL BE INSTALLED IN GROUP R-2 AND R-2.1 OCCUPANCIES AS REQUIRED IN SECTIONS 907.2.9.1 AND 907.9.4

CHAPTER 10- MEAN OF EGRESS

1 BUILDINGS OR PORTIONS THEREOF SHALL BE PROVIDED WITH A MEANS OF EGRESS SYSTEM AS REQUIRED BY SECTION 1001

2. MEANS OF EGRESS REQUIRES
   a. CEILING HEIGHT TO BE NO LESS THEN 7'-6" PER SECTION 1003.2
   b. PROTRUDING OBJECTS NOT BE LESS THAN 80" AFF PER 1003.3
   c. WALKING SURFACES OF THE MEANS OF EGRESS SHALL HAVE A SLIP-RESISTANT SURFACE AND BE SECURELY ATTACHED PER 1003.4
   d. WHERE CHANGES IN ELEVATION OF LESS THAN 12 INCHES (305 MM) EXIST IN THE MEANS OF EGRESS, SLOPED SURFACES SHALL BE USED PER 1003.5
   e. THE PATH OF EGRESS TRAVEL ALONG A MEANS OF EGRESS SHALL NOT BE INTERRUPTED BY ANY BUILDING ELEMENT OTHER THAN A MEANS OF EGRESS COMPONENT AS SPECIFIED BY CHAPTER 10.
3. MEANS OF EGRESS REQUIREMENTS, THE NUMBER OF OCCUPANTS AND THE SIZE OF THE MEANS OF EGRESS FACILITIES SHALL BE PROVIDED AND DETERMINED IN ACCORDANCE WITH SECTION 1004 & 1005
4. MEANS OF EGRESS ILLUMINATION REQUIREMENTS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 1006
5. ACCESSIBLE SPACES SHALL BE PROVIDED WITH NOT LESS THAN ONE ACCESSIBLE MEANS OF EGRESS PER SECTION 1007

6. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED.

7. EXIT SIGNS ILLUMINATED BY AN EXTERNAL SOURCE SHALL HAVE AN INTENSITY OF NOT LESS THAN 5 FOOT CANDLES (54 LUX).

8. INTERNALLY ILLUMINATED SIGNS SHALL BE LISTED AND LABELED AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND SECTION 2702.

9. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES.

10. EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM THAT WILL PROVIDE AN ILLUMINATION OF NOT LESS THAN 90MIN. IN CASE OF PRIMARY POWER LOSS.(1013.5-1013.6.3)

11. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. (1010.1.9)

12. DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 48" ABOVE THE FINISHED FLOOR. (1010.1.9.2)

13. ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1010.1.9

14. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL LIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1FOOT-CANDLE AT THE WALKING SURFACE. (1008.1)

15. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES' ELECTRICAL SUPPLY.IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE THE FOLLOWING AREAS (1008.3):
   a. AISLES AND UNENCLOSED EGRESS STAIRWAYS IN ROOMS AND SPACES THAT REQUIRE TWO OR MORE MEANS OF EGRESS;
   b. CORRIDORS, EXIT ENCLOSURES AND EXIT PASSAGEWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS;
   c. EXTERIOR EGRESS COMPONENTS AT OTHER THAN THEIR LEVEL OF EXIT DISCHARGE UNTIL EXIT DISCHARGE IS ACCOMPLISHED FOR BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
   d. INTERIOR EXIT DISCHARGE ELEMENTS, AS PERMITTED IN SECTION 1028.1, IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
   e. EXTERIOR LANDINGS, AS REQUIRED BY SECTION 1010.1.6, FOR EXIT DISCHARGE DOORWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS

16. THE EMERGENCY POWER SYSTEM SHALL PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES AND SHALL CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR. THE INSTALLATION OF THE EMERGENCY POWER SYSTEM SHALL BE IN ACCORDANCE WITH SECTION 2702. (1008.3)

17. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS AT LEAST AN AVERAGE OF 1 FOOT- CANDLE (11 TUX) AND A MINIMUM AT ANY POINT OF 0.1 FOOL-CANDLE (1 LUX) MEASURED ALONG THE PATH OF EGRESS AT FLOOR LEVEL. ILLUMINATION LEVELS SHALL BE PERMITTED TO DECLINE TO 0.6 FOOT-CANDLE (6 LUX) AVERAGE AND A MINIMUM AT ANY POINT OF 0.06 FOOT-CANDLE (0.6 LUX) AT THE END OF THE EMERGENCY LIGHTING TIME DURATION, A MAXIMUM-TO- MINIMUM ILLUMINATION UNIFORMITY RATIO OF 40 TO 1 SHALL NOT BE EXCEEDED. (1008.3)

18. THE EXIT SIGNS SHALL ALSO BE CONNECTED TO AN EMERGENCY ELECTRICAL SYSTEM PROVIDED FROM STORAGE BATTERIES UNIT EQUIPMENT OR AN ON-SITE GENERATOR SET, AND THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE ELECTRICAL CODE. FOR HIGH RISE BUILDINGS, SEE SECTION 403.

SUPPLEMENTARY BUILDING DEPARTMENT NOTES:

TABLE 1015.1
SPACES WITH ONE EXIT OR EXIT ACCESS DOORWAY

OCCUPANCY	MAXIMUM OCCUPANT LOAD
A,B,E,F,M, U	49
H-L, H-2, H-3	3
H-4, H-5, I-2.1,I-3,I-4, R	10
L	29
	SEE SECTION 443.6.1

19. DOORS SERVING A MEANS OF EGRESS SYSTEM SHALL MEET THE REQUIREMENTS OF SECTION 1008 AND SECTION 1020
20. THE MINIMUM WIDTH OF EACH DOOR OPENING SHALL BE SUFFICIENT FOR THE OCCUPANT LOAD THEREOF AND SHALL PROVIDE A CLEAR WIDTH OF 32 INCHES
    a. THE MINIMUM AND MAXIMUM DOOR WIDTHS SHALL NOT APPLY TO DOOR OPENINGS THAT ARE NOT PART OF THE REQUIRED MEANS OF EGRESS IN GROUP R-2 AND R-3 OCCUPANCIES.
    b. DOOR OPENINGS TO STORAGE CLOSETS LESS THAN 10 SQUARE FEET IN AREA SHALL NOT BE LIMITED BY THE MINIMUM WIDTH.
    c. DOOR OPENINGS WITHIN A DWELLING UNIT OR SLEEPING UNIT SHALL NOT BE LESS THAN 78 INCHES IN HEIGHT.
    d. EXTERIOR DOOR OPENINGS IN DWELLING UNITS AND SLEEPING UNITS, OTHER THAN THE REQUIRED EXIT DOOR, SHALL NOT BE LESS THAN 76 INCHES IN HEIGHT. IN OTHER THAN GROUP R1 OCCUPANCIES, THE MINIMUM WIDTHS SHALL NOT APPLY TO INTERIOR EGRESS DOORS WITHIN A DWELLING UNIT OR SLEEPING UNIT THAT IS NOT REQUIRED TO BE ADAPTABLE OR ACCESSIBLE AS SPECIFIED IN CHAPTER 11 A.
21. EXCEPT AS SPECIFICALLY PERMITTED BY SECTION 1008 EGRESS DOORS SHALL BE READILY OPEN ABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT.
    a. DOOR HANDLES, PULLS, LATCHES, LOCKS AND OTHER OPERATING DEVICES SHALL BE INSTALLED 34 INCHES MINIMUM AND 48 INCHES MAXIMUM ABOVE THE FINISHED FLOOR.
    b. DOORS FROM INDIVIDUAL DWELLING OR SLEEPING UNITS OF GROUP R OCCUPANCIES HAVING AN OCCUPANT LOAD OF 10 OR LESS ARE PERMITTED TO BE EQUIPPED WITH A NIGHT LATCH, DEAD BOLT OR SECURITY CHAIN, PROVIDED SUCH DEVICES ARE OPEN-ABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR TOOL.
22. STAIRWAYS SERVING OCCUPIED PORTIONS OF A BUILDING SHALL COMPLY WITH SECTION 1009
    a. STAIRWAY WIDTH SHALL BE DETERMINED PER SECTION 1005.1 BUT SUCH WIDTH SHALL NOT BE LESS THAN 44 INCHES
    b. STAIRWAYS SERVING AN OCCUPANT LOAD OF LESS THAN 50 SHALL HAVE A WIDTH OF NOT LESS THAN 36 INCHES
    c. STAIRWAYS SHALL HAVE A MINIMUM HEADROOM CLEARANCE OF 80 INCHES MEASURED VERTICALLY FROM A LINE CONNECTING THE EDGE OF THE NOSING
    d. STAIR TREADS AND RISERS SHALL COMPLY WITH 1009.7. STAIR RISER HEIGHTS SHALL BE 7 INCHES MAX AND 4 INCHES MIN, RECTANGULAR TREAD DEPTHS SHALL BE 11 INCHES MINIMUM
23. RAMPS SERVING OCCUPIED PORTIONS OF A BUILDING SHALL COMPLY WITH SECTION 1010
24. PER SECTION 1015 TWO EXITS OR EXIT ACCESS DOORWAYS FROM ANY SPACE SHALL BE PROVIDED WHERE AS SHOWN ON TABLE 1015.1
25. THREE EXITS OR EXIT ACCESS DOORWAYS SHALL BE PROVIDED FROM ANY SPACE WITH AN OCCUPANT LOAD OF 501 TO 1,000. FOUR EXITS OR EXIT ACCESS DOORWAYS SHALL BE PROVIDED FROM ANY SPACE WITH AN OCCUPANT LOAD GREATER THAN 1,000.
26. MINIMUM CORRIDOR WIDTH SHALL BE 44 INCHES PER TABLE 1018.2
    - MINIMUM CORRIDOR WIDTH WITHIN A DWELLING UNIT IS 36" PER TABLE 1018.2
27. EXIT ACCESS SHALL BE ARRANGED SO THAT NO DEAD ENDS IN CORRIDORS MORE THAN 20 FEET
    - IN OCCUPANCIES IN GROUPS B, F, I-I, M, R-L, R-2, R-4, S AND U, WHERE THE BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1, THE LENGTH OF THE DEAD-END CORRIDORS SHALL NOT EXCEED 50 FEET

CHAPTER 11A- HOUSING ACCESSIBILITY

57. THE BUILDING STANDARDS CONTAINED IN CHAPTER 11A DO NOT APPLY TO THE ALTERATION, REPAIR, REHABILITATION OR MAINTENANCE OF MULTIFAMILY DWELLINGS CONSTRUCTED FOR FIRST OCCUPANCY PRIOR TO MARCH 13, 1991 PER SECTION 1102A.2
58. COVERED MULTIFAMILY DWELLINGS SHALL BE MAINTAINED IN COMPLIANCE WITH THE ACCESSIBILITY STANDARDS IN EFFECT AT THE TIME OF CONSTRUCTION. APARTMENTS CONSTRUCTED PRIOR TO MARCH 13, 1991, SHALL BE MAINTAINED IN COMPLIANCE WITH THE ACCESSIBILITY STANDARDS IN EFFECT AT THE TIME OF CONSTRUCTION.
59. ADDITIONS SHALL BE SUBJECT TO THE REQUIREMENTS OF THIS CHAPTER, PROVIDED THE ADDITION, WHEN CONSIDERED ALONE, MEETS THE DEFINITION OF A COVERED MULTIFAMILY DWELLING, AS DEFINED IN II CHAPTER 2. NEW COMMON USE SPACES SERVING EXISTING COVERED MULTIFAMILY DWELLINGS SHALL BE SUBJECT TO THE REQUIREMENTS OF THIS CHAPTER.

CHAPTER 11B- ACCESSIBILITY TO PUBLIC BUILDINGS

NO REFERENCES

CHAPTER 12- INTERIOR ENVIRONMENT

1. BUILDINGS SHALL BE PROVIDED WITH NATURAL VENTILATION IN ACCORDANCE WITH SECTION 1203.4, OR MECHANICAL VENTILATION IN ACCORDANCE WITH THE CALIFORNIA MECHANICAL CODE.
2. INTERIOR SPACES INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH ACTIVE OR PASSIVE SPACE-HEATING SYSTEMS CAPABLE OF MAINTAINING AN INDOOR TEMPERATURE OF NOT LESS THAN 68°F AT A POINT 3 FEET ABOVE THE FLOOR ON THE DESIGN HEATING DAY, PER SECTION 1204.1
3. EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECITON 1205.2 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 10 FOOT-CANDLES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL.
4. WALLS, PARTITIONS AND FLOOR/CEILING ASSEMBLIES SEPARATING DWELLING UNITS FROM EACH OTHER OR FROM PUBLIC OR SERVICE AREAS SHALL HAVE A SOUND TRANSMISSION CLASS (STC) OF NOT LESS THAN 50 (45 IF FIELD TESTED) FOR AIR-BORNE NOISE WHEN TESTED IN ACCORDANCE WITH ASTM E 90. PER SECTION 1207.2
5. INTERIOR SPACE DIMENSIONS, PER SECION 1208.1L MINIMUM ROOM WIDTHS FOR HABITABLE SPACES, OTHER THAN A KITCHEN, SHALL BE NOT LESS THAN 7 FEET IN ANY PLAN DIMENSION, KITCHENS SHALL HAVE A CLEAR PASSAGEWAY OF NOT LESS THAN 3 FEET BETWEEN COUNTER FRONTS AND APPLIANCES OR COUNTER FRONTS AND WALLS.
6. HABITABLE SPACES AND CORRIDORS SHALL HAVE A CEILING HEIGHT OF NOT LESS THAN 7 FEET 6 INCHES (2286 MM). BATHROOMS, TOILET ROOMS, KITCHENS, STORAGE ROOMS AND LAUNDRY ROOMS SHALL BE PERMITTED TO HAVE A CEILING HEIGHT OF NOT LESS THAN 7 FEET
7. PER SECTION 1210.2.3 SHOWER COMPARTMENTS AND WALLS ABOVE BATHTUBS WITH INSTALLED SHOWER HEADS SHALL BE FINISHED WITH A SMOOTH, NONABSORBENT SURFACE TO A HEIGHT NOT LESS THAN 70 INCHES ABOVE THE DRAIN INLET.
8. ROOMS CONTAINING BATHTUBS, SHOWERS, SPAS AND SIMILAR BATHING FIXTURES SHALL BE MECHANICALLY VENTILATED IN ACCORDANCE WITH THE CALIFORNIA MECHANICAL CODE

CHAPTER 13- ENERGY EFFICIENCY

1. REFER TO CALIFORNIA ENERGY CODE, TITLE 24, PART 6.

CHAPTER 14- EXTERIOR WALLS

NO REFERENCES

CHAPTER 15- ROOF ASSEMBLIES

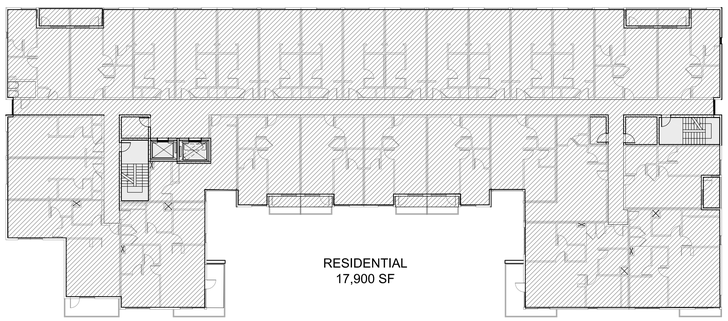
NO REFERENCES

CHAPTER 16 TO 24

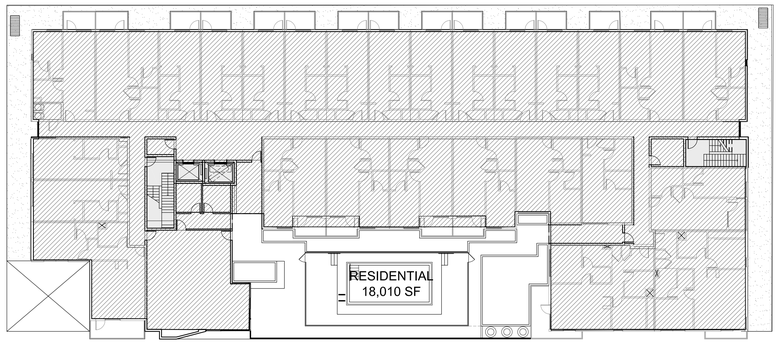
1. UNIT SKYLIGHTS SHALL BE LABELED BY A LA CITY APPROVED LABELING AGENCY. SUCH LABEL SHALL STATE THE APPROVED LABELING AGENCY NAME, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING (RESEARCH REPORT NOT REQUIRED) PER SECTION 2405.5

CHAPTER 25- GYPSUM BOARD AND PLASTER

1. THE REQUIREMENTS SET FORTH IN SECTION 2501 SHALL BE MET WHERE CONSTRUCTION INVOLVES GYPSUM BOARD, LATH AND PLASTER IN VERTICAL AND HORIZONTAL ASSEMBLIES
2. SHOWERS AND PUBLIC TOILET WALL SHALL CONFORM TO SECTION 1210.2
3. PER SECTION 2509.2 BASE FOR TILE. WATER RESISTANT GYPSUM CEMENT, FIBER-CEMENT, OR GLASS MAT GYPSUM BACKERS SHALL BE USED AS A BASE FOR WALL TILE IN A TUB AND SHOWER AREAS. WATER RESISTANT GYPSUM BACKING BOARD SHALL BE USED AS A BASE FOR TILE IN A WATER CLOSET COMPARTMENT WALLS. REGULAR GYPSUM WALLBOARD IS PERMITTED UNDER TILE OR WALL PANELS IN OTHER WALL AND CEILING AREAS. WATER RESISTANT GYPSUM BOARD SHALL NOT BE USED IN THE FOLLOWING LOCATIONS,
   - OVER A VAPOR RETARDER
   - IN AREAS SUBJECT TO CONTINUOUS HIGH HUMIDITY, SUCH AS SAUNAS, STEAM ROOMS OR GANG SHOWER ROOMS
   - ON CEILINGS WHERE FRAME SPACING EXCEEDS 12 INCHES O.C. FOR 1/2 INCH THICK AND MORE THAN 16 INCHES O.C. FOR 5/8" INCH THICK



5TH FLOOR FAR PLAN DIAGRAM 6
1"=20'-0"



2ND FLOOR FAR PLAN DIAGRAM 3
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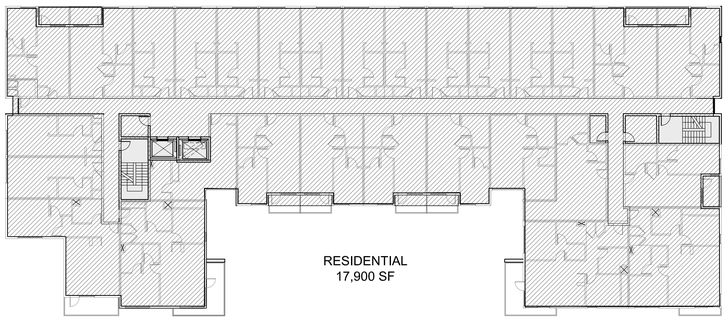

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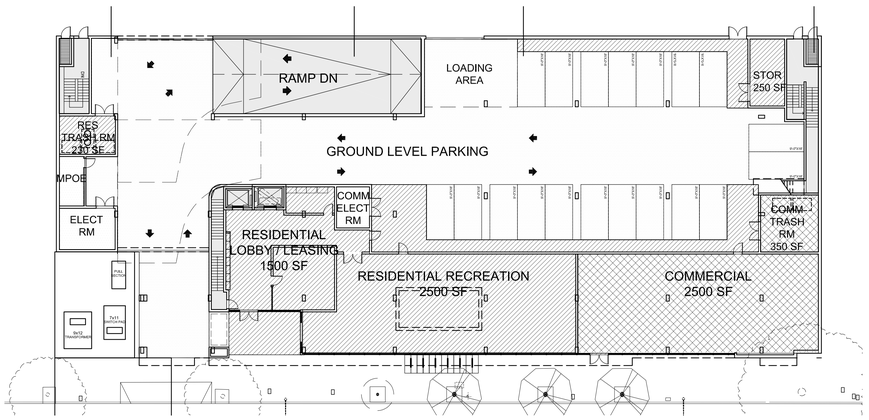

1ST FLOOR FAR PLAN DIAGRAM 2
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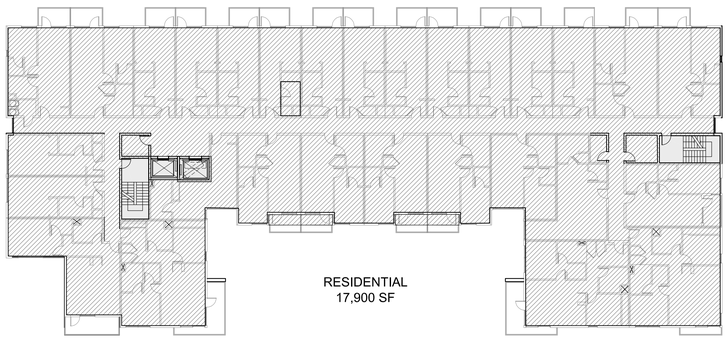

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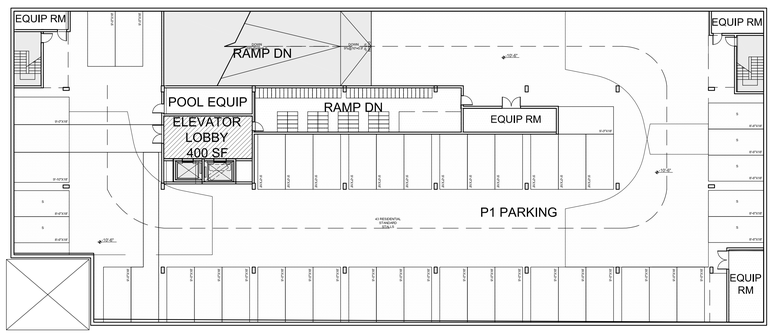

PARKING LEVEL 1 FAR PLAN DIAGRAM 1
1"=20'-0"

BUILDABLE AREA CALCULATION

BUILDABLE AREA:	28,273.40	SF
(PER ZIMAS)		
ALLOWABLE FAR:	1.5	
PROPOSED AREA:	81,190	SF
PROPOSED FAR:	**2.87**	

PROPOSED FAR

PROPOSED FAR		
FLOOR LEVEL	FAR	SF / AREA
GROUND FLOOR	COMMERCIAL	2,850 SF
TOTAL COMMERCIAL FAR:		2,850 SF
P1 PARKING	RESIDENTIAL	400 SF
GROUND FLOOR	RESIDENTIAL	6,230 SF
SECOND FLOOR	RESIDENTIAL	18,010 SF
THIRD FLOOR	RESIDENTIAL	17,900 SF
FOURTH FLOOR	RESIDENTIAL	17,900 SF
FIFTH FLOOR	RESIDENTIAL	17,900 SF
TOTAL RESIDENTIAL FAR:		78,340 SF
TOTAL FAR:		**81,190 SF**

SHEET NOTES

MEASUREMENT PER LAMC 12.03:
AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING:
EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING EQUIPMENT OF MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

LEGEND

- RESIDENTIAL SF
- COMMERCIAL SF
- PARKING SF (NOT INCLUDED)
- SHAFT / RAMPS (NOT INCLUDED)
- MECHANICAL / ELECTRICAL EQUIPMENT / BASEMENT STORAGE (NOT INCLUDED)

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LOS ANGELES, CA 90010

PROJECT:

3022 S Western

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LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/32" = 1'-0"

ISSUE: PZA SET 08/24/2022

FAR DIAGRAMS

A0.05

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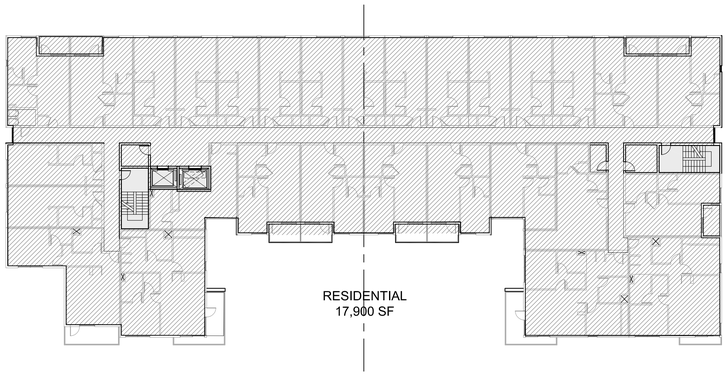
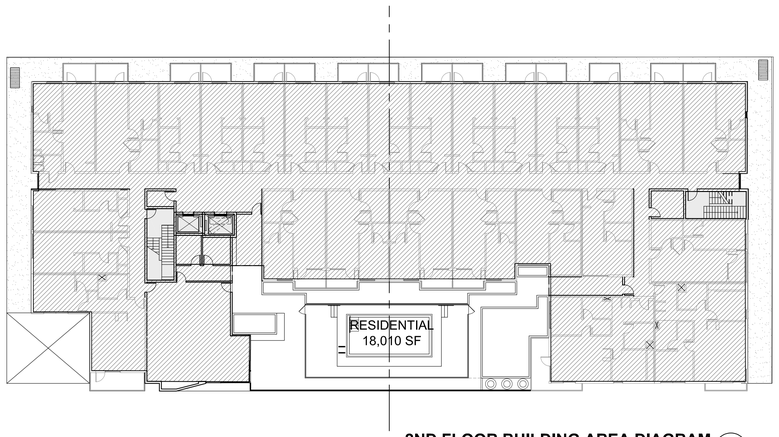


5TH FLOOR BUILDING AREA DIAGRAM 6
1"=20'-0"



2ND FLOOR BUILDING AREA DIAGRAM 3
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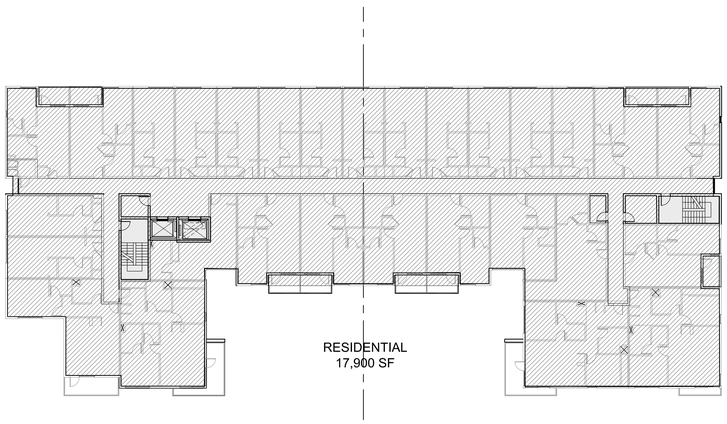

4TH FLOOR BUILDING AREA DIAGRAM 5
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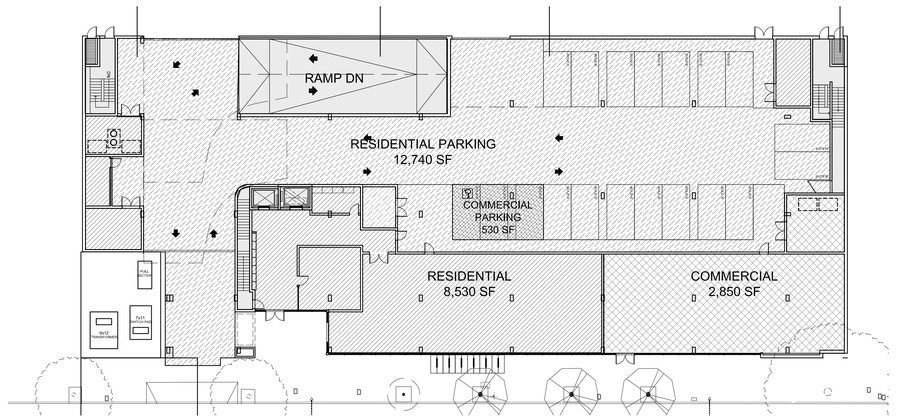
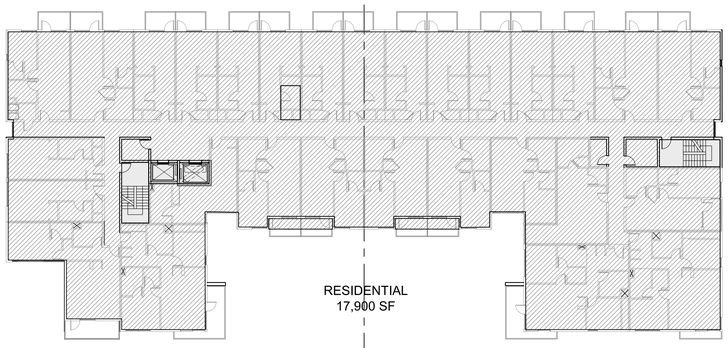


1ST FLOOR BUILDING AREA DIAGRAM 2
1"=20'-0"



3RD FLOOR BUILDING AREA DIAGRAM 4
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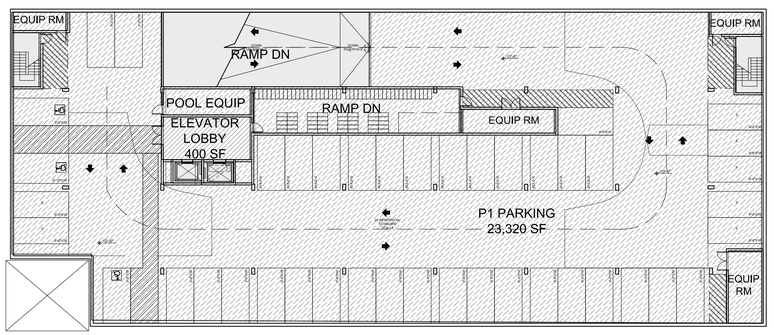

PARKING LEVEL 1 BUILDING AREA DIAGRAM 1
1"=20'-0"

BUILDABLE AREA

THE AREA INCLUDED WITHIN SURROUNDING EXTERIOR WALLS (OR EXTERIOR WALLS AND FIRE WALLS) EXCLUSIVE OF VENT SHAFTS AND COURTS. AREAS OF THE BUILDING NOT PROVIDED WITH SURROUNDING WALLS SHALL BE INCLUDED IN THE BUILDING AREA IF SUCH AREAS ARE INCLUDED WITHIN THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE.
-CALIFORNIA GOVERNMENT CODE SECTION 65941.1(C)

BUILDING AREA (NON-PARKING)

BUILDING AREA (NON PARKING)			
BUIDLING	FLOOR LEVEL	SF / AREA	
COMMERCIAL	GROUND FLOOR	2,850	SF
TOTAL COMMERCIAL:		2,850	SF
RESIDENTIAL	PARKING LEVEL 1	400	SF
RESIDENTIAL	GROUND FLOOR	8,530	SF
RESIDENTIAL	SECOND FLOOR	18,010	SF
RESIDENTIAL	THIRD FLOOR	17,900	SF
RESIDENTIAL	FOURTH FLOOR	17,900	SF
RESIDENTIAL	FIFTH FLOOR	17,900	SF
TOTAL RESIDENTIAL:		80,640	SF
TOTAL:		**83,490**	**SF**
NON-PARKING AREA RATIOS:			
COMMERCIAL:	2,850 SF/83,490 SF =	3.41%	
RESIDENTIAL:	80,640 SF / 83,490 SF	96.59%	

BUILDING AREA (PARKING)

BUILDING AREA (PARKING)			
BUIDLING	FLOOR LEVEL	SF / AREA	
COMMERCIAL	GROUND FLOOR	530	SF
TOTAL COMMERCIAL:		530	SF
RESIDENTIAL	PARKING LEVEL 1	23,320	SF
RESIDENTIAL	GROUND FLOOR	12,740	SF
TOTAL RESIDENTIAL:		36,060	SF
TOTAL:		**36,590**	**SF**
PARKING AREA RATIOS:			
COMMERCIAL:	530 SF / 36,590 SF	1.45%	
RESIDENTIAL	36,060 SF / 36,590 SF	98.55%	

BUILDING AREA (RATIOS)

COMMERCIAL: 3,380 SF / 120,080 SF = 2.8%
RESIDENTIAL: = 116,700 SF / 120,080 SF = 97.2%

LEGEND

- RESIDENTIAL SF
- RESIDENTIAL PARKING SF
- COMMERCIAL SF
- COMMERCIAL PARKING SF
- SHAFT / RAMPS (NOT INCLUDED)

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BUILDING AREA DIAGRAMS

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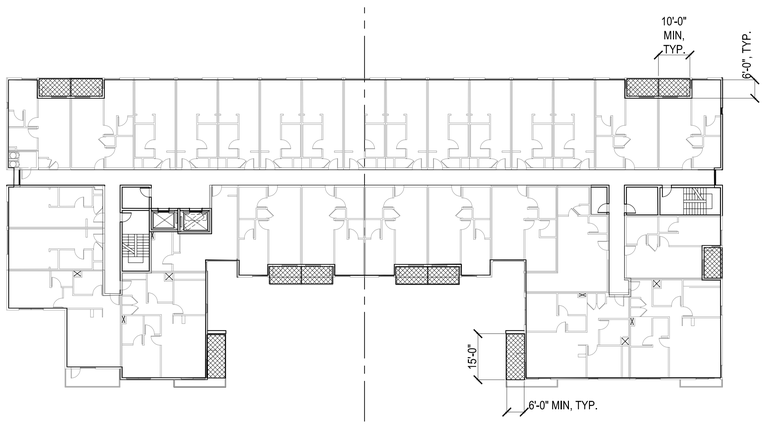
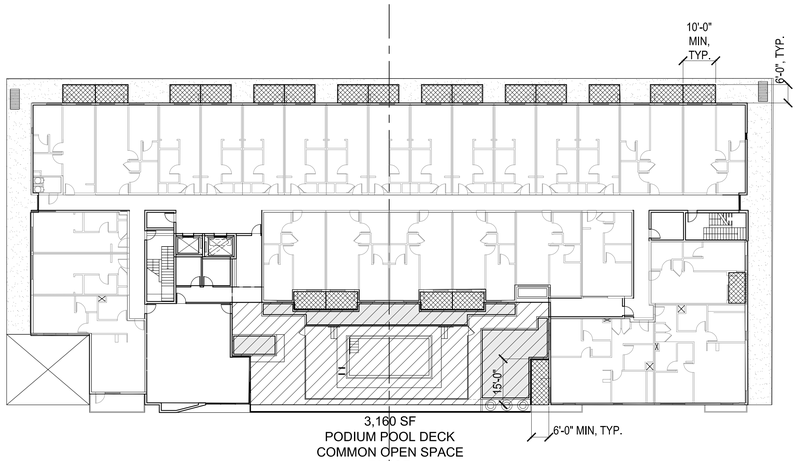


5TH FLOOR BUILDING AREA DIAGRAM 6
1"=20'-0"



2ND FLOOR BUILDING AREA DIAGRAM 3
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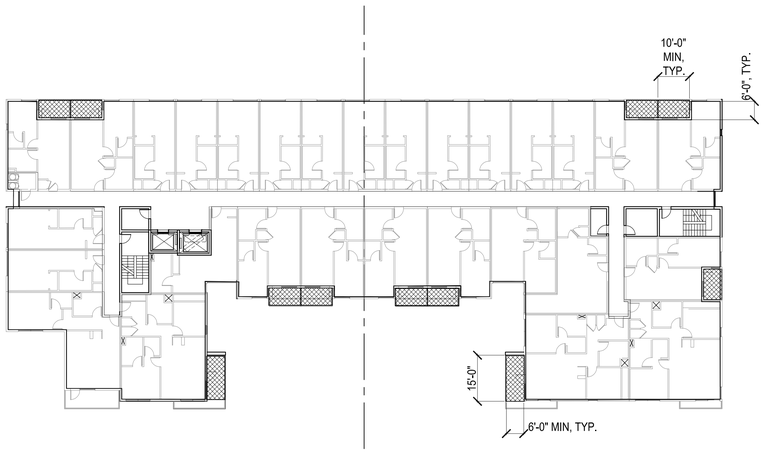

4TH FLOOR BUILDING AREA DIAGRAM 5
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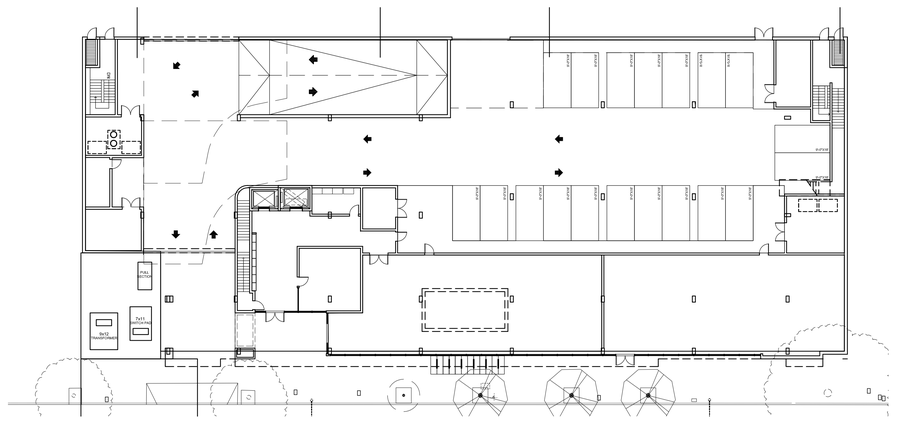

1ST FLOOR BUILDING AREA DIAGRAM 2
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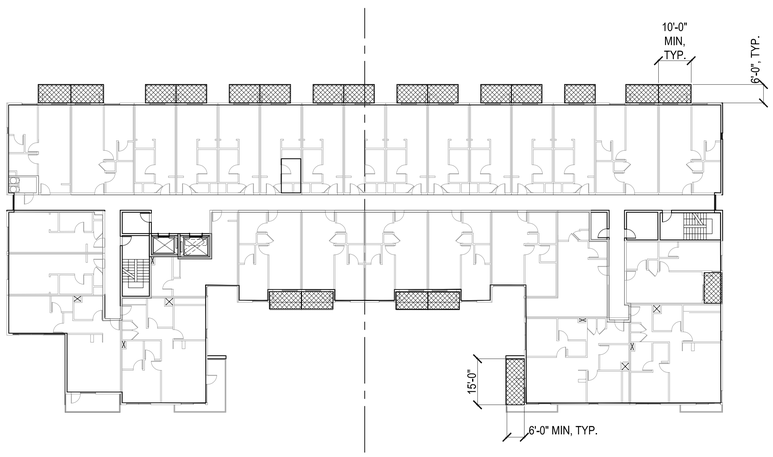
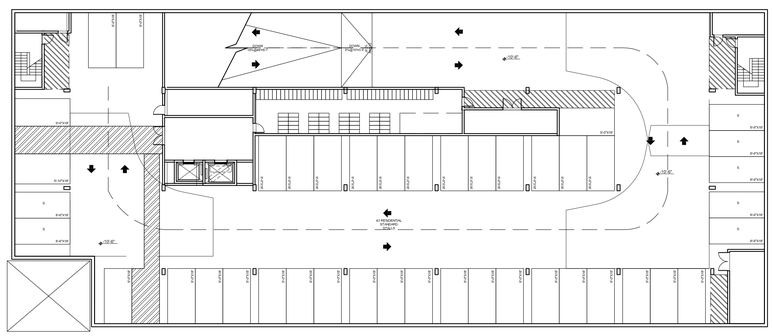


3RD FLOOR BUILDING AREA DIAGRAM 4
1"=20'-0"



PARKING LEVEL 1 BUILDING AREA DIAGRAM 1
1"=20'-0"

OPEN SPACE

PRIVATE OPEN SPACE:
63 BALCONIES PROVIDED
MINIMUM DIMENSION: 6'-0" SF
MINIMUM AREA: 50 SF
TOTAL PRIVATE OPEN SPACE: 3,150 SF

COMMON OPEN SPACE:
PODIUM POOL DECK: 3,160 SF

*REFER TO A0.01 OPEN SPACE SUMMERY

LEGEND

- PRIVATE OPEN SPACE
- COMMON OPEN SPACE
- LANDSCAPE COMMON OPEN SPACE

NADEL

NADEL SPECIAL PROJECTS INC.

1990 S. BUNDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
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LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/32" = 1'-0"

ISSUE: PZA SET 08/24/2022

OPEN SPACE DIAGRAMS

A0.06

Oct 20, 2022 - 3:24pm
30x42

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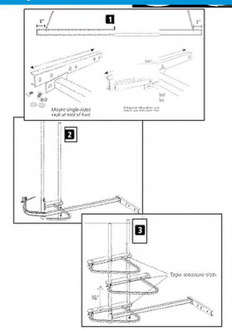
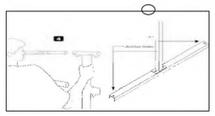
Ultra Space Saver Squared

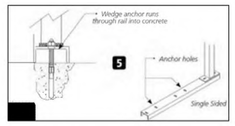
Floor Mount

***Tools Needed for Wall Mount Installation**
9/16" Wrench/Socket
3/8" Masonry Drill Bit
Tape Measure
Drill (Hammer drill recommended)
Hammer

1. Measure out space. Attach feet to uprights with carriage bolts provided. See figure 1.
2. Lay assembled uprights with crossbeams attached on their side so crossbeams are facing up. Slide first hanger arm on and tighten set screw to hold in place. See figure 2.
3. Gently slide arms down crossbars but make sure to stagger height of each arm so that the hanger rod is at a different level from its neighboring arms. Tighten set screw. Standard spacing between arms is 16". For double-sided model slide arms on opposite each other. Repeat until the crossbeams are full. See figure 3.
4. Tip rack up and attach the second upright. Tighten bolts. Slide assembled rack into final location. For add-on units repeat steps. See figure 4.
5. Anchor rack to floor with 3.75" wedge anchors. See figure 5







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Email: turtle@ameribike.com

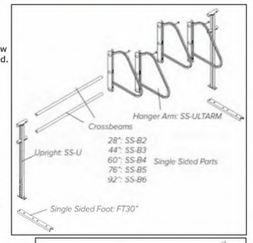
Ultra Space Saver Squared

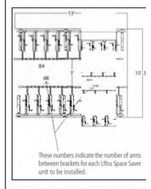
Installation

The Ultra Space Saver has several steps for installation. Note that the single and double sided setups and parts are different. Make sure you follow the instructions according to the model you ordered.

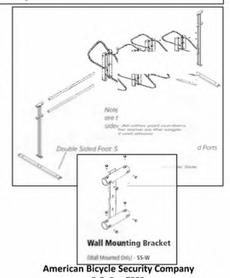
Recommended Base materials:
Solid concrete is the best base material for installation. Make sure nothing is underneath the base material that could be damaged by drilling (i.e. post-tension cable). Use the 3.75" wedge anchors that are included to install the rack into the concrete (wall anchors are 3").

Installation:
Sort out the parts to the rack and identify each of them accordingly. The 1" carriage bolts are for assembly of the rack and the 3.75" wedge anchors are for mounting the rack to the floor.





Reading your designed layout
Ultra Space Savers come in varying configurations, making it very important that you carefully follow the layout provided when installing the racks. If you do not follow the diagram, you may well end up short of parts. The length of each Ultra Space Saver unit is indicated by a number ranging from B2-B7 in the layout. This number corresponds to the length of crossbeams to be installed. In the example provided below the Ultra Space Saver is to be installed starting with two B4 units, which have 44" crossbeams, followed by a B5, which has 76" crossbeams.



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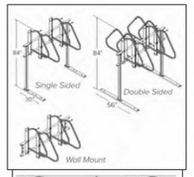
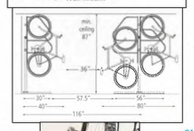
Ultra Space Saver Squared

Height Requirement: 87"

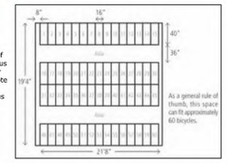




Product	Ultra Space Saver Squared
Capacity	Modular Construction 1 Bike per arm
Materials	Hanger is 1" square tube with steel slider head with tamperproof locking bolts. Upright is 2" square tube. Feet are AISI C3 x 4.1 galvanized steel channel. Crossbeams are 2" sched. 40 powder coated pipe.
Finishes	Standard options: Galvanized Or Powder Coated
Installation Methods	Floor mounted Ultra Space Savers have steel channel feet (30" for single sided and 56" for double sided units) which must be anchored to the floor. A wall mounted unit which contains special brackets is also available.
Space Use & Setbacks	See Diagram

RAL 9005	Flat Black	RAL 9003	RAL 2004	RAL 1023	Bright Yellow
RAL 6016	RAL 6018	RAL 6005	RAL 5005	RAL 5015	Purple
RAL 7011	RAL 7042	RAL 9007	RAL 1001	RAL 8014	Bronze
RAL 3003	RAL 3005				

***Let us Help!**
As a free service, American Bicycle Security will provide a complete CAD layout of your space. Just send us the dimensions of your room, being sure to note the location of doors, columns, etc. and let us maximize your bike storage capacity.



Example of rack in use

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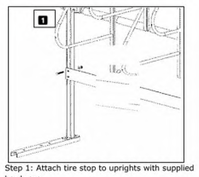
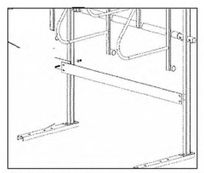
Ultra Space Saver Squared

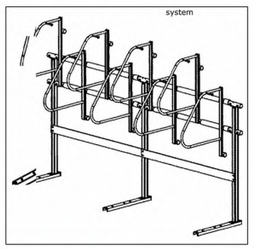
Tire Stops (optional)



Step 1: Attach tire stop to uprights with supplied hardware.



Step 2: Continue attaching tire stops if using a modular.



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Ultra Space Saver Squared

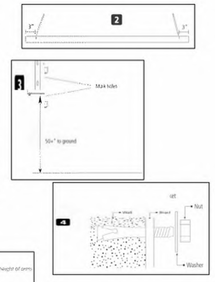
Wall Mount

***Tools Needed for Wall Mount Installation**
9/16" Wrench/Socket
3/8" or 1/2" Masonry Drill Bit
(Depending on anchor type)
Tape Measure
Drill (Hammer drill recommended)
Hammer
Level
Marker or pencil

Before drilling make sure the wall is strong enough to accommodate the rack fully loaded with bikes. Steel studwalls are NOT suitable for installation.

Installation Steps:

1. Lay out parts on the floor where unit is to be installed and be sure you have all necessary parts.
2. On galvanized cross beams, Place a mark three inches from each end. This mark will show you how far to slide the cross beam into the wall bracket.
3. Place first wall bracket on wall where you want to install the bike rack. Bottom of bracket should be at least 50" from ground. Mark holes for drilling. See figure 3.
4. Drill Holes into wall, put the wall bracket back up and insert wall anchors through holes in bracket and set the anchors. For setting the anchors and diameter and depth of holes, follow instructions sent with the anchors. Make sure bracket is level. See figure 4.
5. Thread 3/8" by 3/4" tightening bolts into holes in bracket. Insert crossbeams into bracket. Slide on arms and spacers, make sure arms are staggered. At end of last arm place 3" spacers and install end bracket, making sure cross beams are level. See figure 5
6. If installing more than one set of Ultra Space Saver Squared arms, continue from last installed wall bracket and repeat steps 3-5 above.



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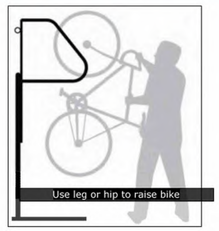
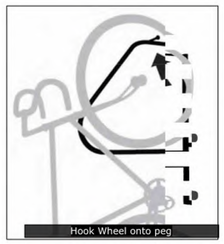
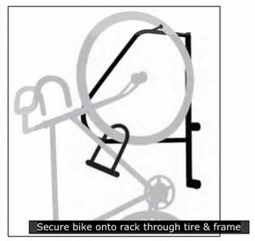
Ultra Space Saver Squared

How to use:







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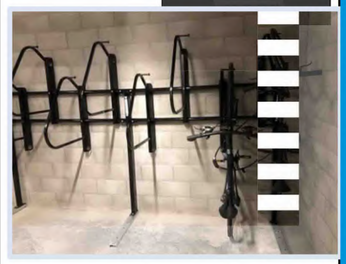
Ultra Space Saver Squared



The Ultra Space Saver Squared offers high-security, vertical bike parking. Adjustable sliding arms make it easy for customers to best utilize their space. It also creates flexibility to make sure bike spacing follows city requirements as they evolve. Pipe-cutter resistant squared steel tubing makes the Ultra Space Saver Squared more secure than the original Ultra Space Saver.

The Ultra Space Saver Squared is an easy to install, modular system. It can be made to fit in nearly any space. Options include: wall-mount, floor-mount, and double-sided. Call American Bicycle Security for a FREE custom room layout.

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LOS ANGELES
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CONSULTANT(S):

CLIENT:

DEVELOPER:

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LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:

NO.	DESCRIPTION	DATE
	PZA REVISIONS:	10/27/22

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	

ISSUE: PZA SET 08/24/2022

BICYCLE RACK SPECIFICATIONS-LONG TERM STORAGE

A0.07

Aug 24, 2022 - 5:34pm

30x42

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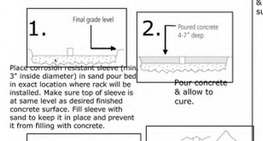
Arc Rack

In-Ground Mounted Installation

***Tools Needed for Installation**

- Level
- Cement mixing tub
- Shovel
- Trowel
- Hole coring machine with 4" bit
- Access to water hose
- Materials to build brace

Installing into New Concrete



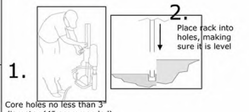
Place corrosion resistant sleeve (min. 3" inside diameter) in sand pour bed in exact location where rack will be installed. Make sure top of sleeve is at same level as desired finished concrete surface. Fill sleeve with sand to keep it in place and prevent it from filling with concrete.

Pour concrete & allow to cure.

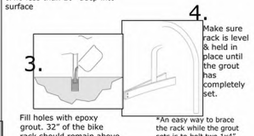
After curing, dig out sand from sleeves & insert racks, making sure they are level & at the appropriate height.

Place racks in holes, making sure it is level.

Installing into Existing Concrete



Core holes no less than 3" diameter (4"recommended) & no less than 10" deep into surface



Fill holes with epoxy grout. 32" of the bike rack should remain above surface.

*An easy way to brace the rack while the grout sets is to bolt two 1x4" boards together at one end and clamp them onto the legs of the rack like a clothes pin.

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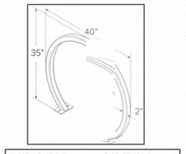
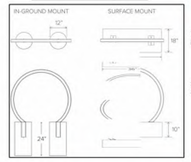
Arc Rack



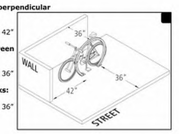
Product	Arc Rack
Capacity	2 Bikes
Materials	2" x 2" x 11g square tube
Finishes	Standard options: Galvanized Or Powder Coated

RAL 9005	Flat Black	RAL 9003	RAL 2004	RAL 1023	Bright Yellow
RAL 6016	RAL 6018	RAL 6005	RAL 5005	RAL 5015	Purple
RAL 7011	RAL 7042	RAL 9007	RAL 1001	RAL 8014	Bronze
RAL 3003	RAL 3005				

Also available in Thermoplastic or Stainless steel upon request.



Installation Methods	In ground mount is embedded into concrete base. Specify in ground mount for this option. Foot Mount has two 3.5"x6"x.25" feet with two anchors per foot. Specify foot mount for this option.
Space Use & Setbacks	**Wall Setbacks:** For racks set parallel to a wall: Minimum: 24" Recommended: 36" **For racks set perpendicular to a wall:** Minimum" 28" Recommended: 42" **Distance Between Racks:** Minimum: 24" Recommended: 36" **Street Setbacks:** Minimum: 24" Recommended: 36"



Example of rack in use

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Arc Rack

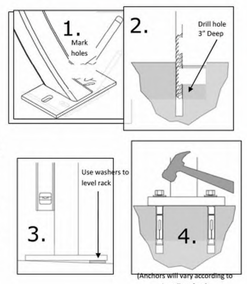
Surface Mounted Installation

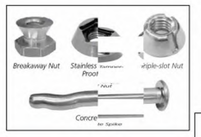
***Tools Needed for Installation**

- Tape Measure
- Marker or Pencil
- Masonry Drill Bit
- Drill (Hammer drill recommended)
- Hammer
- Wrench 9/16"
- Level

Recommended Base materials:
Solid concrete is the best base material for installation. To ensure the proper anchors are shipped with your rack, ask your American Bicycle representative which anchor is appropriate for your application. Be sure nothing is underneath the base material that could be damaged by drilling.

Installation:
3/8" anchors are shipped with the rack. Place the rack in the desired location. Use a marker or pencil to outline the holes of the flange onto the base material. Drill the holes in accordance with the specifications shipped with the anchors. Make sure the holes are at least 3" away from any cracks in the base material. Use washers to level rack if necessary. Tap in anchors and follow your specific anchor instructions provided with the rack.





Tamper Resistant Hardware
The concrete spike is a permanent anchor. The top of the wedge anchor can also be pounded sideways after installation so that it cannot be removed. Other tamper resistant fasteners are also available for purchase.

When using the special tamper resistant nuts, always set and first tighten the anchors. Once the rack is installed, replace two nuts from the bracket (opposite sides from each other) with the tamper resistant fastener.
DO NOT OVERTIGHTEN the tamper resistant nut.

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Custom logo option available

Arc Rack

Clean, simple, elegant and practical: the Arc Rack parks bicycles with additional flair when more than a plain rack is needed. Square tubing provides function and style with clean geometric lines and resistance to pipe-cutters – a tool of choice among bike thieves.

*Optional Lean Bar available upon request.

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F. 310.826.0182
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LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE
	PZA REVISIONS:	10/27/22

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/8" = 1'-0"

ISSUE: PZA SET 08/24/2022

BICYCLE RACK SPECIFICATIONS-SHORT TERM STORAGE

A0.08

Aug 24, 2022 - 5:36pm

30x42

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A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF Los Angeles) S.S.

On May 19, 2022 before me, Sabrina B. Campbell, a Notary Public, personally appeared, Christopher H. Spano, who proved to me on the basis of satisfactory evidence to be the person(~~s~~) whose name(~~s~~) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

SABRINA B. CAMPBELL
Notary Public - California
Los Angeles County
Commission # 2377280
My Comm. Expires Oct 2, 2025

(Notary Seal)

RECORDING REQUESTED BY:
Old Republic Title Company

WHEN RECORDED MAIL TO
AND MAIL TAX STATEMENTS TO:

Property Tax Resources, LLC
Attn: April Cochran, Director of Property Tax Admin

P.O. Box 131237
Carlsbad, CA 92013

Space Above This Line For Recorder's Use

GRANT DEED

THE UNDERSIGNED GRANTOR(s) DECLARE(s):
DOCUMENTARY TRANSFER TAX is $6,215.00 CITY TAX $25,425.00

☒ Computed on full value of property conveyed, or ☐ Computed on full value less value of liens or encumbrances remaining at time of sale,
☐ Unincorporated area : ☒ City of Los Angeles , and

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

3022 S. Western Ave., LLC, a California Limited Liability Company

hereby GRANT(s) to

3022 S. Western (LA) Owner, L.P., a Delaware limited partnership

the following described real property in the County of Los Angeles, State of California (Assessor's Parcel Nos. 5053-008-004, 5053-008-005 and 5053-008-006.):

**** See Exhibit A attached hereto and made a part hereof ****

Dated: May 17, 2022

Grantor(s):

3022 S. Western Ave., LLC,
a California Limited Liability Company

By: Howard Edmund Enterprises, LLC,
a California Limited Liability Company, its Manager

By: _____
Christopher H. Spano, Managing Member

By: _____
Jonathan H. Spano, Managing Member
Jonathan H. Spano

2676021596

RECORDING REQUESTED BY
Old Republic Title Company
AND WHEN RECORDED MAIL DOCUMENT TO:

NAME Property Tax Resources, LLC / Attn: April Cochran
STREET ADDRESS P.O. Box 131237
CITY, STATE & ZIP CODE Carlsbad, CA 92013

SPACE ABOVE FOR RECORDER'S USE ONLY

GRANT DEED

Title of Document

THIS COVER SHEET ADDED TO PROVIDE ADEQUATE SPACE FOR RECORDING INFORMATION
($3.00 Additional Recording Fee Applies)

FOR REFERENCE ONLY: 20220547237

RECORDING REQUESTED BY
Old Republic Title Company
AND WHEN RECORDED MAIL DOCUMENT TO:

NAME Property Tax Resources, LLC / Attn: April Cochran
STREET ADDRESS P.O. Box 131237
CITY, STATE & ZIP CODE Carlsbad, CA 92013

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GRANT DEED

Title of Document

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($3.00 Additional Recording Fee Applies)

This page is part of your document - DO NOT DISCARD

20220547237

Recorded/Filed in Official Records
Recorder's Office, Los Angeles County, California

05/20/22 AT 08:00AM

Pages: 0008

FEES:	40.00
TAXES:	31,640.00
OTHER:	0.00
PAID:	31,680.00

LEADSHEET

20220520014003 1

00022361922

013419906

SEQ: 01

SECURE - 8:00AM

THIS FORM IS NOT TO BE DUPLICATED

2676021596

Exhibit A
Legal Description

PARCEL 1A:

The south 30 feet of Lot 6 and the north 10 feet of Lot 7 in Block 22 of the Chas. Victor Hall Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 26 Page 65 of Miscellaneous Records, in the Office of the County Recorder of said County.

PARCEL 1B:

The north 40 feet of Lot 4 in Block 22 of the Chas. Victor Hall Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 26 Page 65 of Miscellaneous Records, in the Office of the County Recorder of said County.

PARCEL 1C:

The south 10 feet of Lot 4 and the north 30 feet of Lot 5 in Block 22 of the Chas. Victor Hall Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 26 Page 65 of Miscellaneous Records, in the Office of the County Recorder of said County.

PARCEL 1D:

The south 20 feet of Lot 5 and the north 20 feet of Lot 6 in Block 22 of the Chas. Victor Hall Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 26 Page 65 of Miscellaneous Records, in the Office of the County Recorder of said County.

EXCEPT all oil and minerals, as well as kindred substances in and under said land, below a depth of 500 feet from the surface thereof without, however, the right of surface entry thereto, as reserved by P.C. Humason, Jr., in the Deed recorded January 11, 1985 as Instrument No. 85-35648, Official Records.

PARCEL 2:

The southerly 40 feet of Lot 7 in Block 22 of the Chas. Victor Hall Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 26 Page 65 of Miscellaneous Records, in the Office of the County Recorder of said County.

EXCEPT all gas, hydrocarbons and all minerals lying in, on or under said land, however, no right is reserved upon the surface for the purpose of exploring for or extracting oil, gas, hydrocarbons or minerals, reserving however, the right to enter the subsurface for the purpose of extracting same, to run for a period of 20 years beginning January 28, 1963 as reserved by Benjamin Rose and Ferne Rose, husband and wife, in Deed recorded January 29, 1963.

PARCEL 3:

Lot 8 in Block 22 of the Chas. Victor Hall Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 26 Page 65 of Miscellaneous Records, in the Office of the County Recorder of said County.

EXCEPT THEREFROM all oil, gas, hydrocarbons and kindred substances lying below a depth of 500 feet from the surface of said land without, however, the right to enter upon the surface of said land, as provided in an Instrument recorded March 24, 1970 as Instrument No. 862, of Official Records.

TRUE COPY CERTIFICATION
(Government Code 27361.7)

Glendale, **California**
Place of Execution (City and State)

I certify under penalty of perjury that this material is a true copy of the original material contained in this document.

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

State of California
County of Los Angeles

On May 19, 2022 before me, Sabrina B. Campbell, Notary Public personally appeared Jonathan H. Spano, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

eRecording Partners Network

5/19/22
Date

By: _____
Signature of Declarant

Miguel Casias
Type or Print Name

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF Los Angeles) S.S.

On May 19, 2022 before me, Sabrina B. Campbell, a Notary Public, personally appeared, Jonathan H. Spano, who proved to me on the basis of satisfactory evidence to be the person(~~s~~) whose name(~~s~~) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

SABRINA B. CAMPBELL
Notary Public - California
Los Angeles County
Commission # 2377280
My Comm. Expires Oct 2, 2025

(Notary Seal)

TRUE COPY CERTIFICATION
(Government Code 27361.7)

Glendale, **California**
Place of Execution (City and State)

I certify under penalty of perjury that this material is a true copy of the original material contained in this document.

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County of Los Angeles

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I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

eRecording Partners Network

5/19/22
Date

By: _____
Signature of Declarant

Miguel Casias
Type or Print Name

NADEL

NADEL SPECIAL PROJECTS INC.

1990 S. BUNDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
T. 310.826.2100
F. 310.826.0182
WWW.NADELARC.COM

LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

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DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

PZA SET 08/24/2022
ISSUE:

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	

GRANT DEEDS

A0.09

Aug 24, 2022 - 5:37pm

30x42

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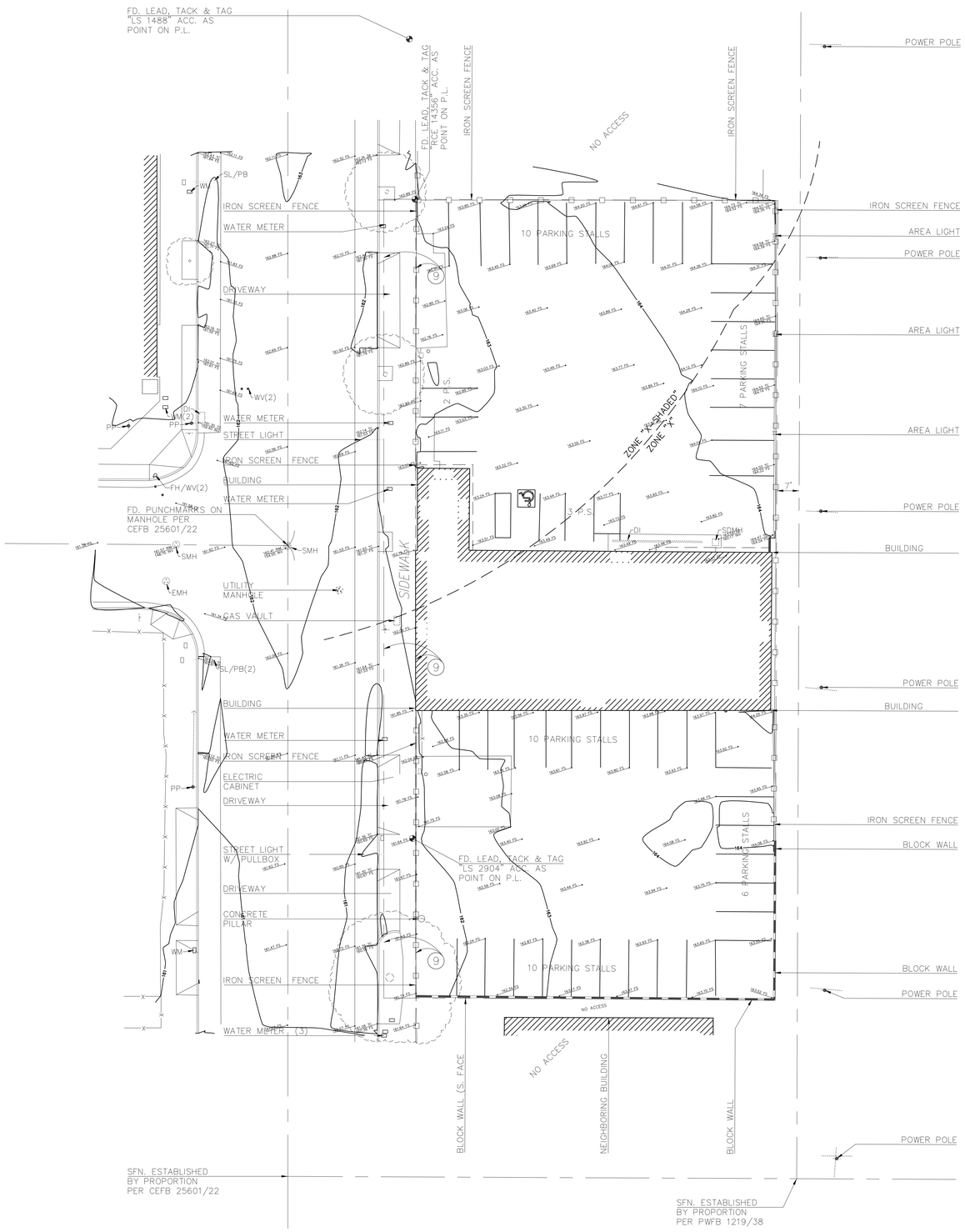

LEGAL DESCRIPTION:

THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF LOS ANGELES, CITY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1A:

THE SOUTH 30 FEET OF LOT 6 AND THE NORTH 10 FEET OF LOT 7 IN BLOCK 22 OF THE CHAS. VICTOR HALL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 65 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 1B:

THE NORTH 40 FEET OF LOT 4 IN BLOCK 22 OF THE CHAS. VICTOR HALL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 65 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 1C:

THE SOUTH 10 FEET OF LOT 4 AND THE NORTH 30 FEET OF LOT 5 IN BLOCK 22 OF THE CHAS. VICTOR HALL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 65 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 1D:

THE SOUTH 20 FEET OF LOT 5 AND THE NORTH 20 FEET OF LOT 6 IN BLOCK 22 OF THE CHAS. VICTOR HALL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 65 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL OIL AND MINERALS, AS WELL AS KINDRED SUBSTANCES IN AND UNDER SAID LAND, BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF WITHOUT, HOWEVER, THE RIGHT OF SURFACE ENTRY THERETO, AS RESERVED BY P.C. HUMASON, JR., IN THE DEED RECORDED JANUARY 11, 1985 AS INSTRUMENT NO. 85-35648, OFFICIAL RECORDS.

PARCEL 2:

THE SOUTHERLY 40 FEET OF LOT 7 IN BLOCK 22 OF THE CHAS. VICTOR HALL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 65 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL GAS, HYDROCARBONS AND ALL MINERALS LYING IN, ON OR UNDER SAID LAND, HOWEVER, NO RIGHT IS RESERVED UPON THE SURFACE FOR THE PURPOSE OF EXPLORING FOR OR EXTRACTING OIL, GAS, HYDROCARBONS OR MINERALS, RESERVING HOWEVER, THE RIGHT TO ENTER THE SUBSURFACE FOR THE PURPOSE OF EXTRACTING SAME, TO RUN FOR A PERIOD OF 20 YEARS BEGINNING JANUARY 28, 1963 AS RESERVED BY BENJAMIN ROSE AND FERNE ROSE, HUSBAND AND WIFE, IN DEED RECORDED JANUARY 29, 1963.

PARCEL 3:

LOT 8 IN BLOCK 22 OF THE CHAS. VICTOR HALL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 65 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS, HYDROCARBONS AND KINDRED SUBSTANCES LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF SAID LAND WITHOUT, HOWEVER, THE RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, AS PROVIDED IN AN INSTRUMENT RECORDED MARCH 24, 1970 AS INSTRUMENT NO. 862, OF OFFICIAL RECORDS.

APN'S: 5053-008-004, 5053-008-005 AND 5053-008-006.

ITEMS CORRESPONDING TO SCHEDULE "B":

BY: OLD REPUBLIC TITLE COMPANY
101 NORTH BRAND BOULEVARD, 14TH FLOOR
GLENDALE, CA
(818)247-2917

ORDER NO.: 2676021596-48
TITLE OFFICER: YOUNG KIM
DATED: FEBRUARY 10, 2022

THE FOLLOWING ITEMS WERE FOUND IN SAID COMMITMENT AND ARE REFERENCED ON THIS MAP. COVENANTS AND AGREEMENTS LISTED HEREON CONTAIN NUMEROUS ITEMS THAT AFFECT THE SUBJECT PROPERTY, CONTENTS SHOULD BE REVIEWED TO DISCERN SPECIFICS

(6) COVENANTS, CONDITIONS AND RESTRICTIONS IN A DOCUMENT RECORDED IN BOOK 1814, PAGE 161 OF DEEDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(7) COVENANTS, CONDITIONS AND RESTRICTIONS IN A DOCUMENT RECORDED IN BOOK 2845, PAGE 29 OF DEEDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(8) COVENANTS, CONDITIONS AND RESTRICTIONS IN A DOCUMENT RECORDED IN BOOK 2680, PAGE 58 OF DEEDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(9) AN EASEMENT FOR PUBLIC STREET PURPOSES AND RIGHTS INCIDENTAL THERETO IN A DOCUMENT RECORDED IN BOOK 9698, PAGE 211 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.

(12) MATTERS CONTAINED IN A DOCUMENT ENTITLED "COVENANT AND AGREEMENT" RECORDED JUNE 28, 1982 AS INSTRUMENT NO. 82-650421 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(13) MATTERS CONTAINED IN A DOCUMENT ENTITLED "COVENANT AND AGREEMENT" RECORDED OCTOBER 7, 1991 AS INSTRUMENT NO. 91-1578890 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(14) THE FACT THAT THE SUBJECT PROPERTY LIES WITHIN THE NORMANDIE 5 REDEVELOPMENT PROJECT AREA AS DISCLOSED BY A DOCUMENT RECORDED NOVEMBER 30, 2007 AS INSTRUMENT NO. 20072636438 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(16) MATTERS CONTAINED IN A DOCUMENT ENTITLED "SUBORDINATION AGREEMENT – LEASE" RECORDED JUNE 7, 2016 AS INSTRUMENT NO. 20160650485 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(18) AN UNRECORDED LEASE AS DISCLOSED BY A DOCUMENT RECORDED JUNE 7, 2016 AS INSTRUMENT NO. 20160650491 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(19) MATTERS CONTAINED IN A DOCUMENT ENTITLED "SUBORDINATION OF LEASEHOLD INTEREST" RECORDED JUNE 7, 2016 AS INSTRUMENT NO. 20160650492 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(20) MATTERS CONTAINED IN A DOCUMENT ENTITLED "THIRD PARTY LENDER AGREEMENT" RECORDED JUNE 10, 2016 AS INSTRUMENT NO. 20160671558 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(21) MATTERS CONTAINED IN A DOCUMENT ENTITLED "THIRD PARTY LENDER AGREEMENT" RECORDED APRIL 3, 2017 AS INSTRUMENT NO. 20170362771 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(23) WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS. THE EXTENT TO WHICH THIS ITEM AFFECTS THE SUBJECT PROPERTY CAN NOT BE DETERMINED FROM THE TITLE REPORT OR DOCUMENTS PROVIDED AND IS NOT PLOTTED HEREON.

ITEMS #'S SHOWN HEREON ARE STATED AS EXCEPTIONS ON ABOVE REFERENCED COMMITMENT. NO RESPONSIBILITY FOR THE COMPLETENESS, ACCURACY, OR CONTENT OF SAID REPORT IS ASSUMED BY THIS MAP.

NADEL

NADEL SPECIAL PROJECTS INC.

1990 S. BUNDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
T. 310.826.2100
F. 310.826.0182
WWW.NADELARC.COM

LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE
	PZA REVISIONS:	10/27/22

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/16" = 1'-0"

ISSUE: PZA SET 08/24/2022

EXISTING SURVEY

A0.10

Aug 24, 2022 - 5:40pm

30x42

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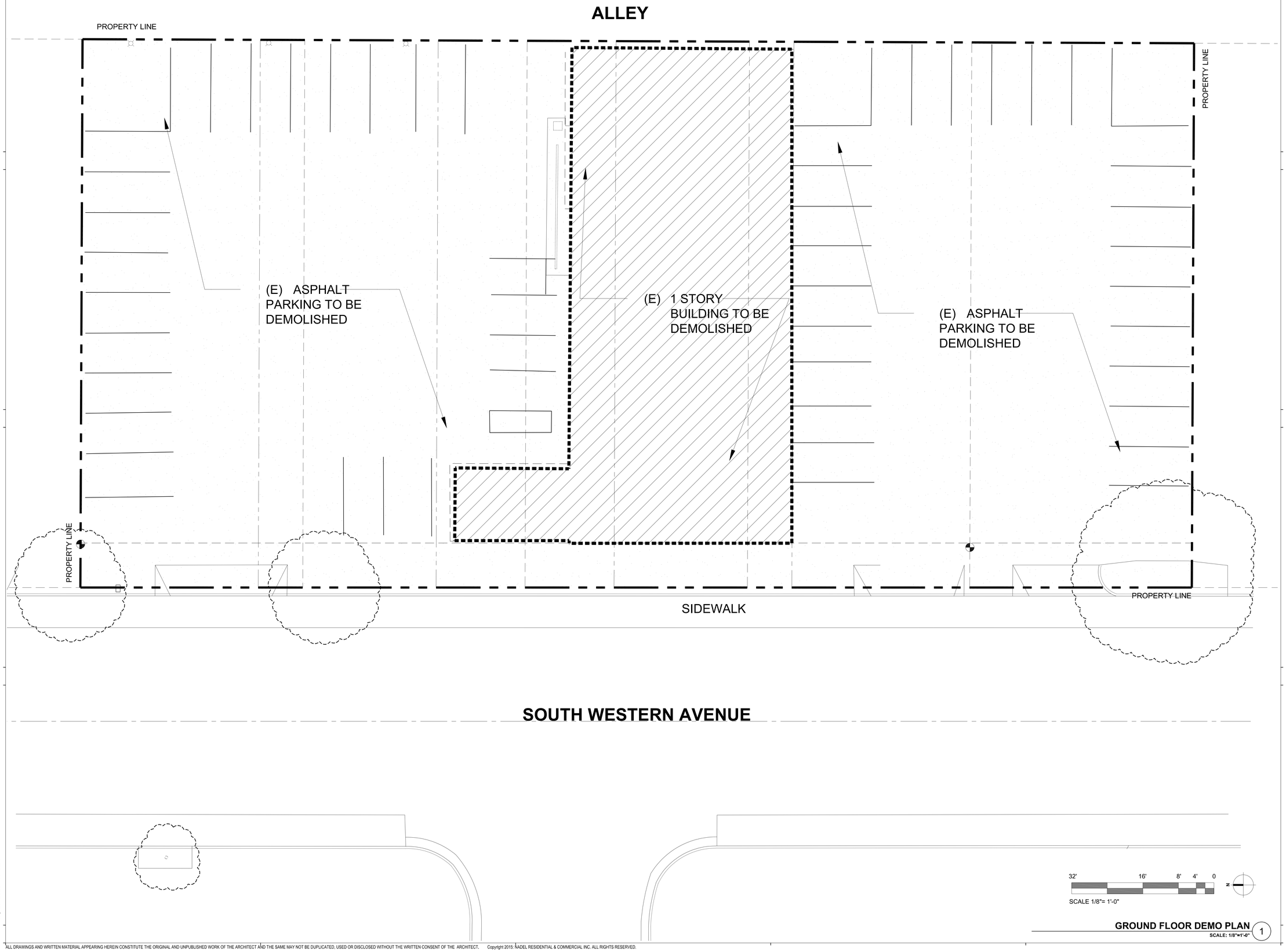

GROUND FLOOR DEMO PLAN
SCALE: 1/8"=1'-0" 1

Aug 25, 2022 - 9:16am

30x42

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LOS ANGELES
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PROFESSIONAL STAMP(S):

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4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
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NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/8" = 1'-0"

GROUND FLOOR DEMO PLAN

D2.00

(E) 1 STORY RESIDENTIAL BUILDING

(E) 1 STORY RESIDENTIAL BUILDING

(E) 1 STORY RESIDENTIAL BUILDING

(E) 1 STORY RESIDENTIAL BUILDING

(E) 1 STORY RESIDENTIAL BUILDING

(E) 1 STORY RESIDENTIAL BUILDING

(E) 1 STORY RESIDENTIAL BUILDING

(E) 1 STORY RESIDENTIAL BUILDING

CENTER OF ALLEY

ALLEY

164.35 N.G.

163.52 N.G.

STAIR #1

ROLLING SECURITY GRILLE TO BE SET ON TIMER

RAMP DOWN TO GARAGE

COMMERCIAL LOADING AREA 600 SF

MECH/ ELECT ROOM

STAIR #2

RESIDENTIAL TRASH ROOM

MPOE

BREEZEWAY DRIVE THROUGH

GROUND FLOOR PARKING COMMERCIAL / RESIDENTIAL

9'-0"X18'

(E) 3 STORY APARTMENT

ELECTRICAL ROOM

ELEVATOR #1

ELEVATOR #2

PARCEL LOCKERS

COMMERCIAL ELECTRICAL ROOM

RESIDENTIAL LOBBY

COMMERCIAL TRASH ROOM

(E) 1 STORY BUILDING

PULL SECTION

ROLLING SECURITY GRILLE TO BE SET ON TIMER

LEASING OFFICE

RECREATION ROOM 2,500 SF

COMMERCIAL 2,500 SF

9x12 TRANSFORMER

7x11 SWITCH PAD

ENTRY PLAZA

162.89 N.G.

26'-9"

SIDEWALK

161.63 LOWEST POINT WITHIN 5'

161.74 N.G.

(E) TREE

30x38 STAGING AREA

BICYCLE PARKING
RESIDENTIAL SHORT TERM PARKING 8 SPACES
COMMERCIAL SHORT TERM PARKING - 2 SPACES
LONG TERM PARKING - 2 SPACES

HALF OF RIGHT OF WAY WIDTH 43'-0" (80'-0" DEDICATION PER MSP)

WESTERN AVENUE

℄ SOUTH WESTERN AVENUE

HALF ROADWAY WIDTH 35'-0"

31TH STREET

(E) TREE

(E) FIRE HYDRANT

(E) 4 STORY APARTMENT

(E) 2 STORY BUILDING

(E) 1 STORY BUILDING

N

SITE PLAN
SCALE: 3/32"=1'-0"

1

Nov 18, 2022 - 8:53am

30x42

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LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

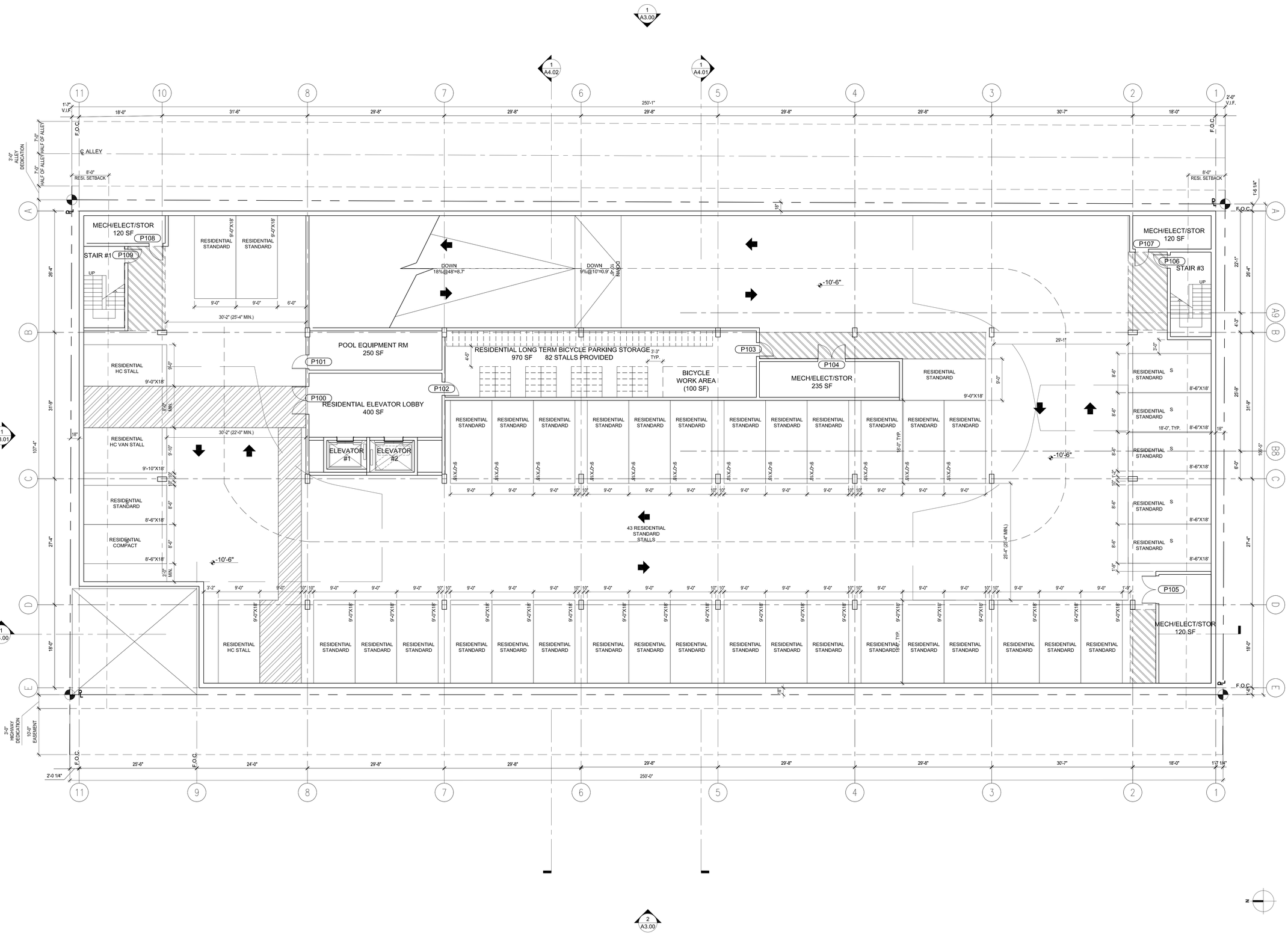
NO.	DESCRIPTION	DATE

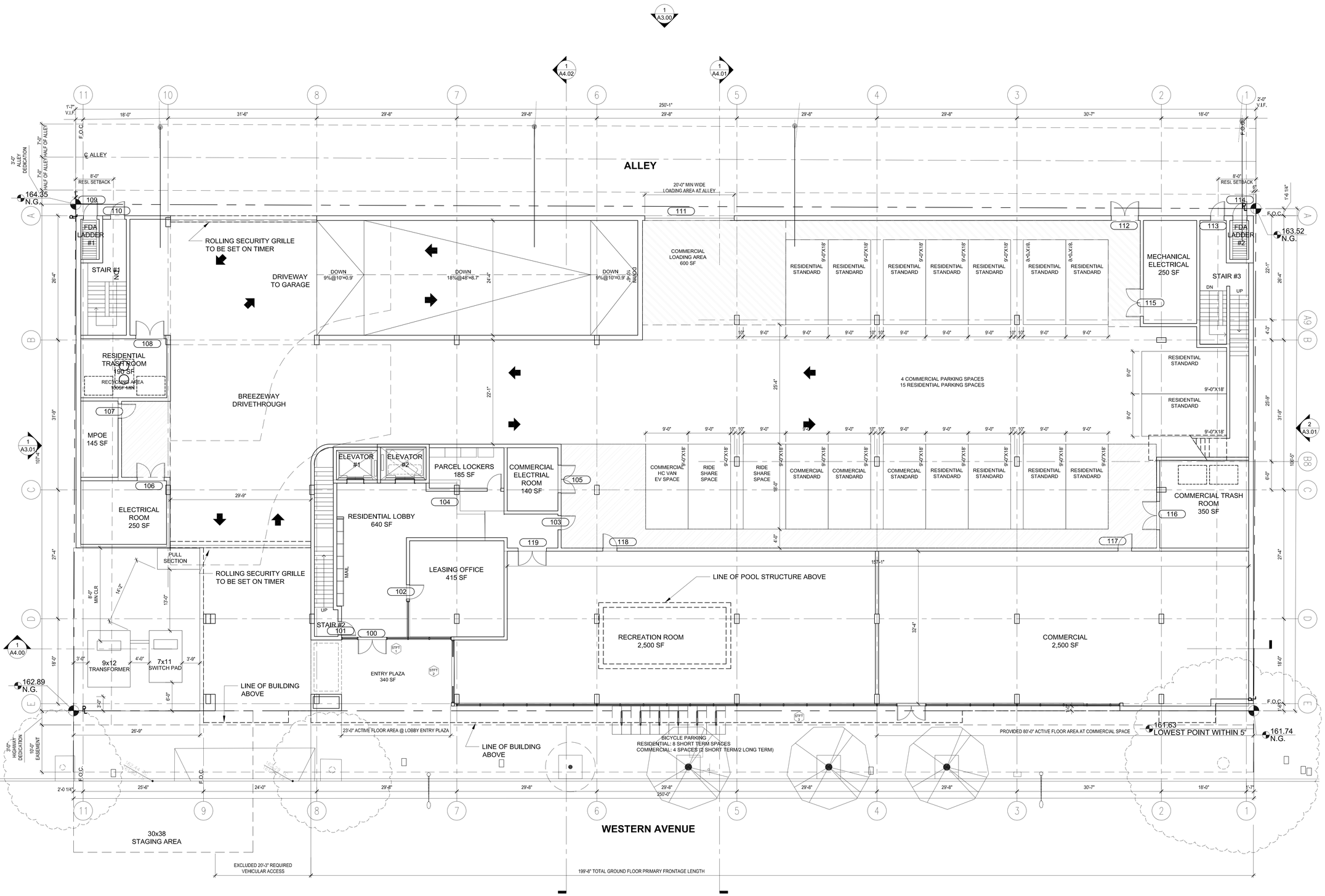
NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	3/32" = 1'-0"

ISSUE: PZA SET 08/24/2022

SITE PLAN

A1.00


MECH/ELECT/STOR
120 SF
P108
STAIR #1
P109
UP
RESIDENTIAL STANDARD
RESIDENTIAL STANDARD
9'-0"X18'
9'-0"X18'
9'-0"
9'-0"
6'-0"
30'-2" (25'-4" MIN.)
DOWN
18%@48"=8.7
DOWN
9%@10"=0.9"
P101
POOL EQUIPMENT RM
250 SF
P100
RESIDENTIAL ELEVATOR LOBBY
400 SF
ELEVATOR #1
ELEVATOR #2
RESIDENTIAL LONG TERM BICYCLE PARKING STORAGE
970 SF 82 STALLS PROVIDED
3'-3" TYP.
4'-0"
P102
BICYCLE
WORK AREA
(100 SF)
P103
P104
MECH/ELECT/STOR
235 SF
RESIDENTIAL STANDARD
9'-0"X18'
9'-0"
RESIDENTIAL HC STALL
9'-0"X18'
RESIDENTIAL HC VAN STALL
9'-10"X18'
RESIDENTIAL STANDARD
8'-6"X18'
RESIDENTIAL COMPACT
8'-6"X18'
43 RESIDENTIAL STANDARD STALLS
10'-6"
25'-4" (25'-4" MIN.)
MECH/ELECT/STOR
120 SF
P107
P106
STAIR #3
P105
MECH/ELECT/STOR
120 SF
RESIDENTIAL STANDARD
8'-6"X18'
18'-0", TYP.
8'-6"X18'
RESIDENTIAL HC STALL
RESIDENTIAL STANDARD
RESIDENTIAL STANDARD
RESIDENTIAL STANDARD



ACTIVE FLOOR AREA ANALYSIS:
TOTAL PRIMARY FRONTAGE: 199'-8"
ACTIVE FLOOR AREA: 103'-0"
52% OF THE GROUND FLOOR OF THE PRIMARY FRONTAGE UTILIZED FOR ACTIVE FLOOR AREA, IN LIEU OF 75%

GROUND FLOOR PLAN 1
SCALE: 1/8"=1'-0"

Nov 18, 2022 - 8:54am

30x42

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NADEL

NADEL SPECIAL PROJECTS INC.

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LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
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ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

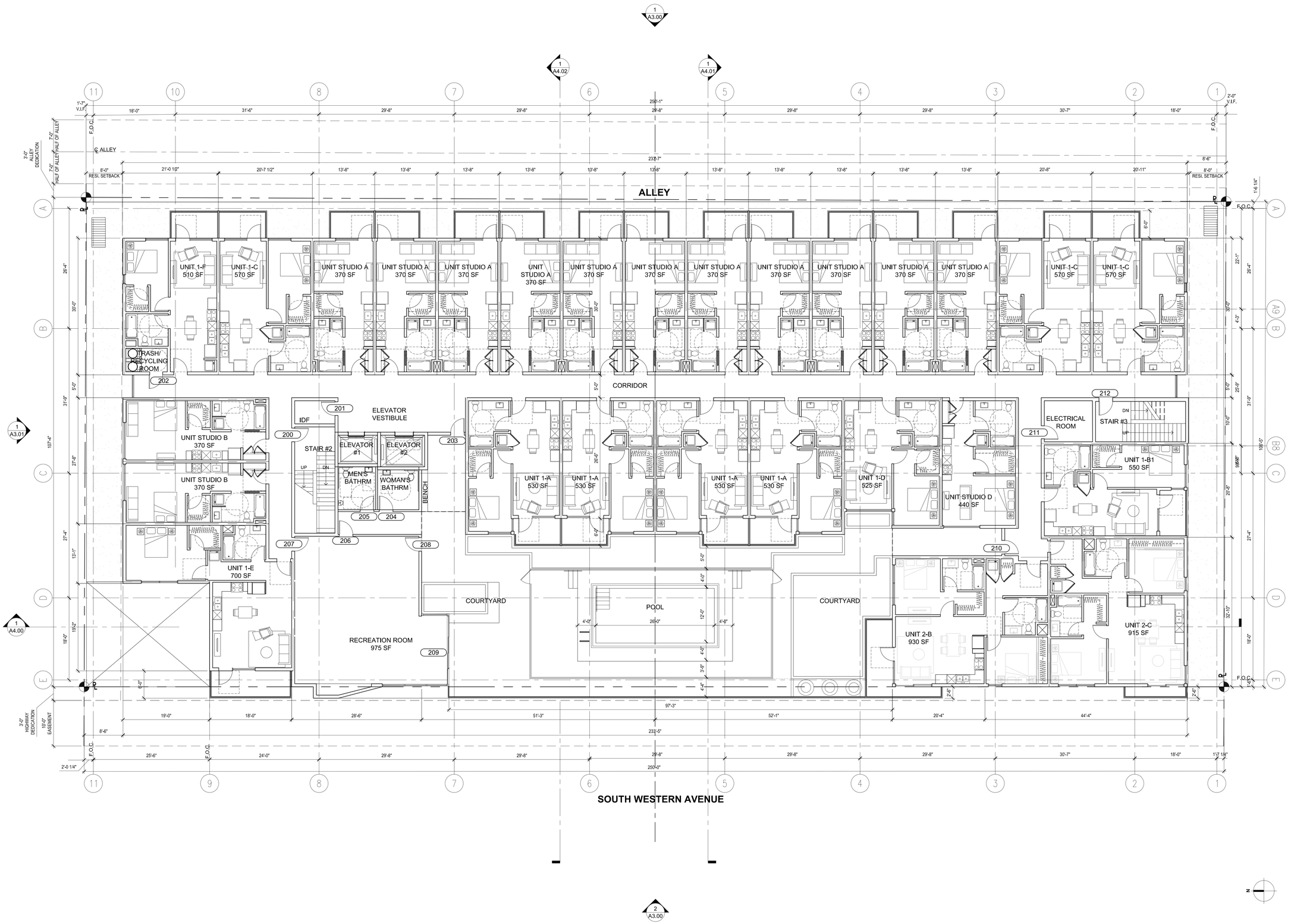
PZA SET 08/24/2022

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/8" = 1'-0"

ISSUE:

GROUND FLOOR

A2.01



2ND FLOOR PLAN

SCALE: 1/8"=1'-0" (1)

Aug 25, 2022 - 9:15am

30x42

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3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
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ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
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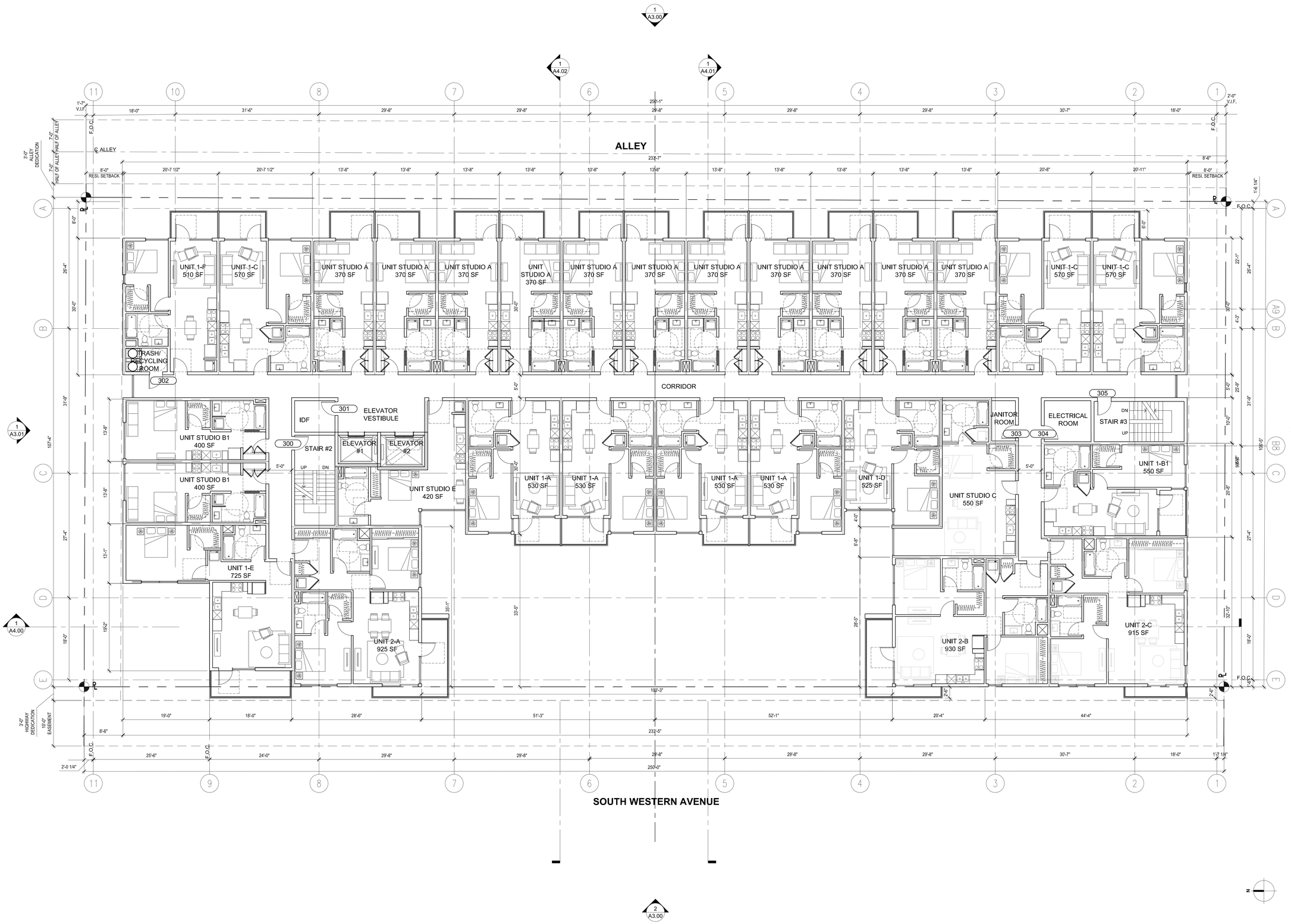
NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/8" = 1'-0"

ISSUE: PZA SET 08/24/2022

2ND FLOOR

A2.02



3RD FLOOR PLAN (1)

SCALE: 1/8"=1'-0"

Aug 25, 2022 - 9:15am

30x42

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LOS ANGELES
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LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

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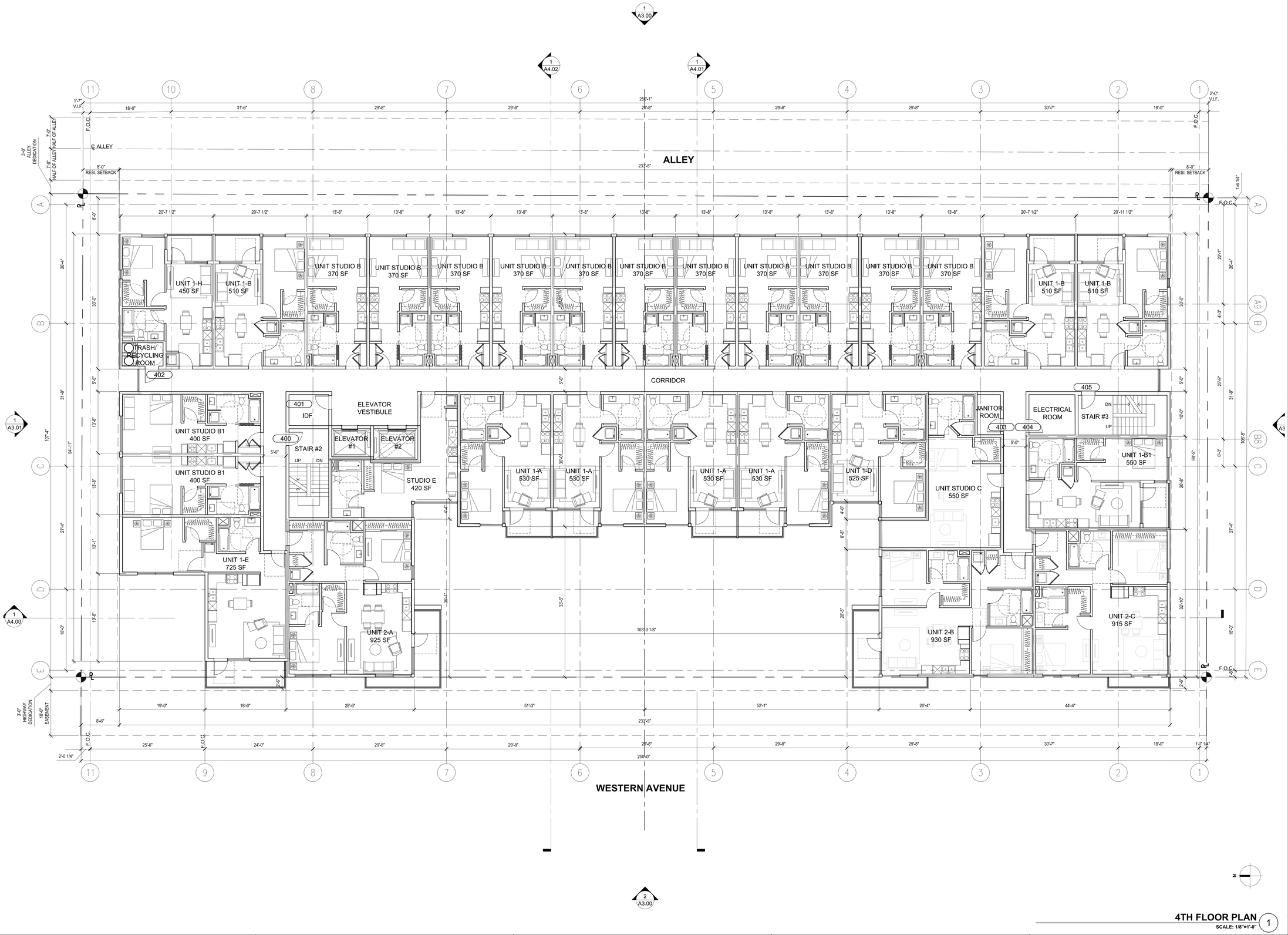
SCALE:	1/8" = 1'-0"

ISSUE: PZA SET 08/24/2022

3RD FLOOR

A2.03



4TH FLOOR PLAN

SCALE: 1/8"=1'-0"

1

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Aug 25, 2022 - 9:06am

30x42

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LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
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NADEL-PROJECT No.:	22057
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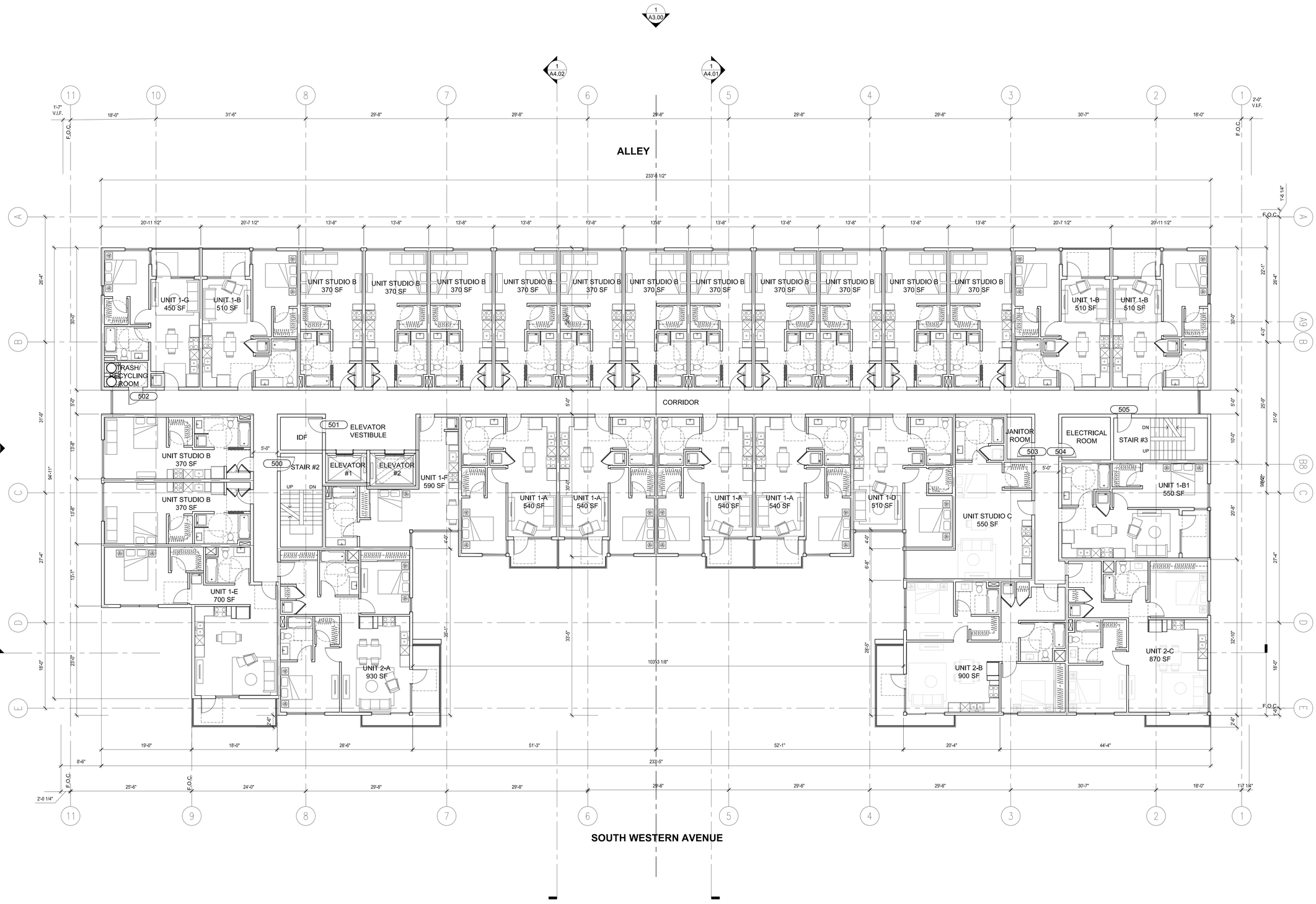
ISSUE: PZA SET 08/24/2022

4TH FLOOR

A2.04



5TH FLOOR PLAN (1)

SCALE: 1/8"=1'-0"

Aug 25, 2022 - 11:05am

30x42

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LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

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4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

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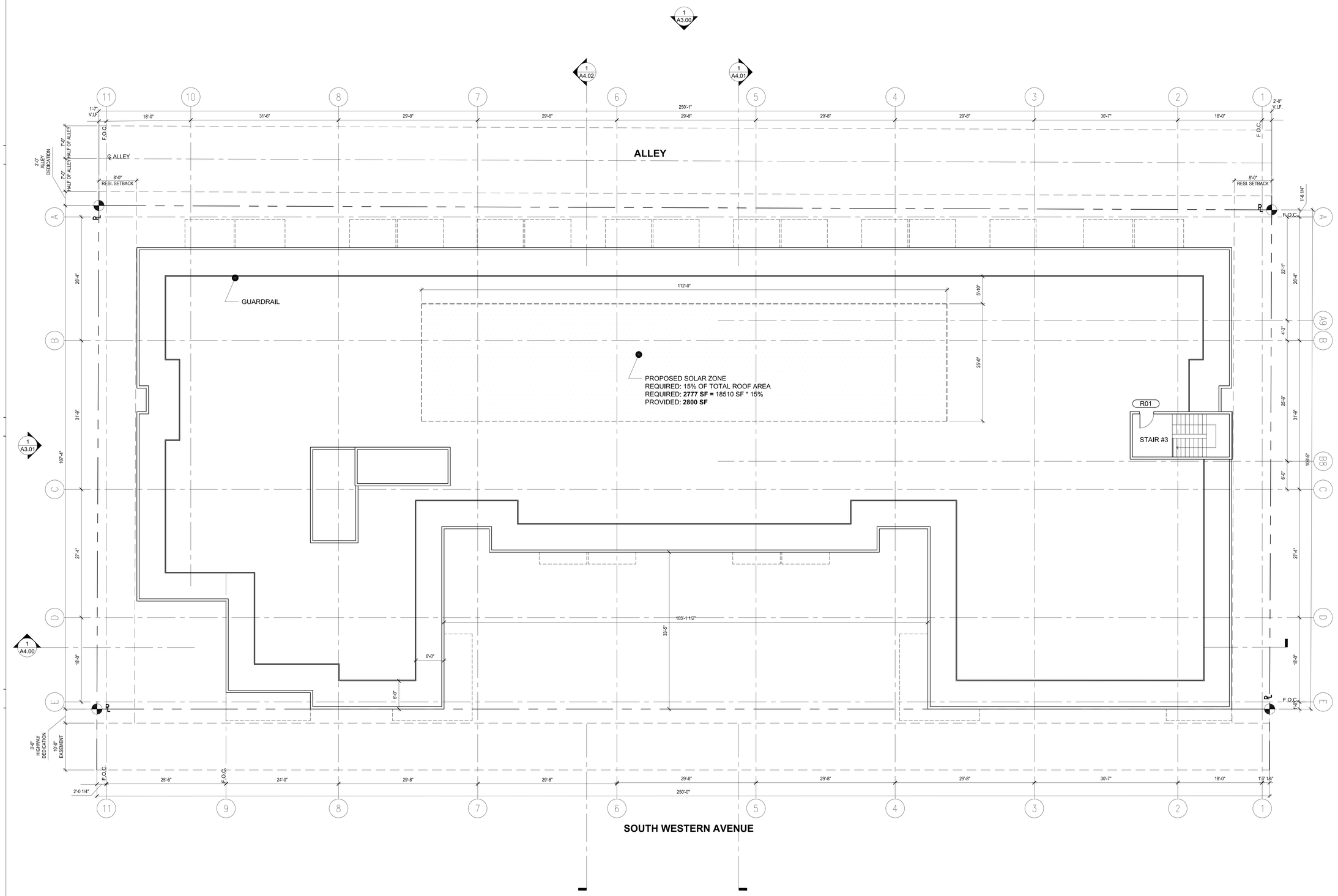
ISSUE: PZA SET 08/24/2022

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/8" = 1'-0"

5TH FLOOR

A2.05



ROOF PLAN
SCALE: 1/8"=1'-0" (1)

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LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
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ISSUE: PZA SET 08/24/2022

ROOF PLAN

A2.06

Aug 25, 2022 - 9:16am

30x42

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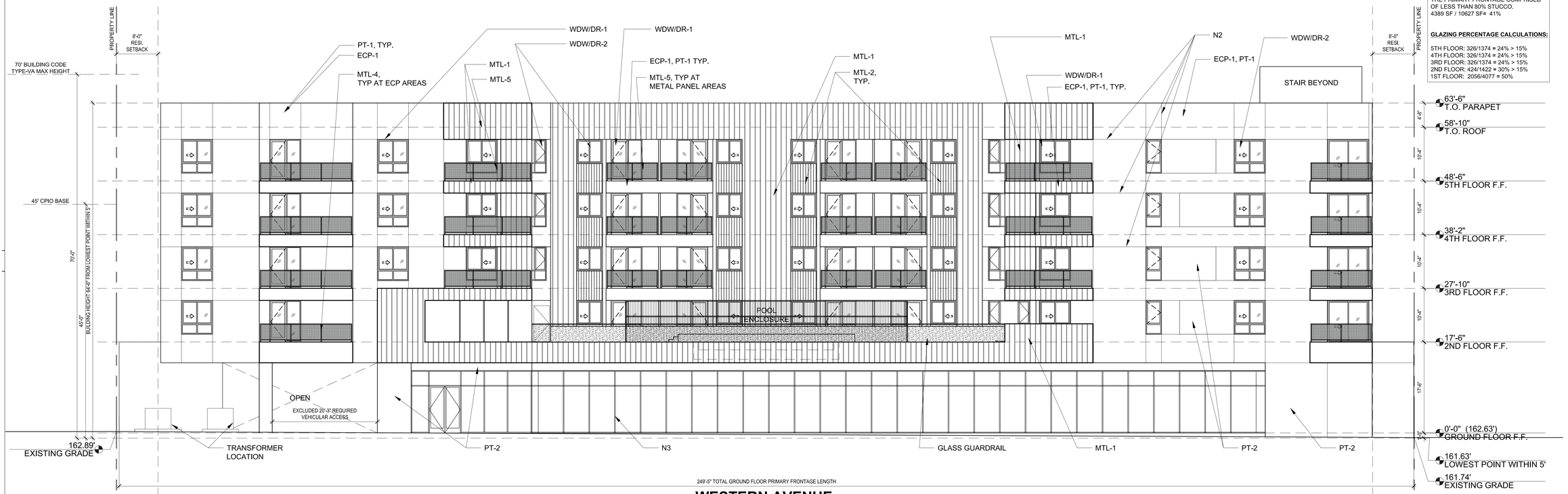
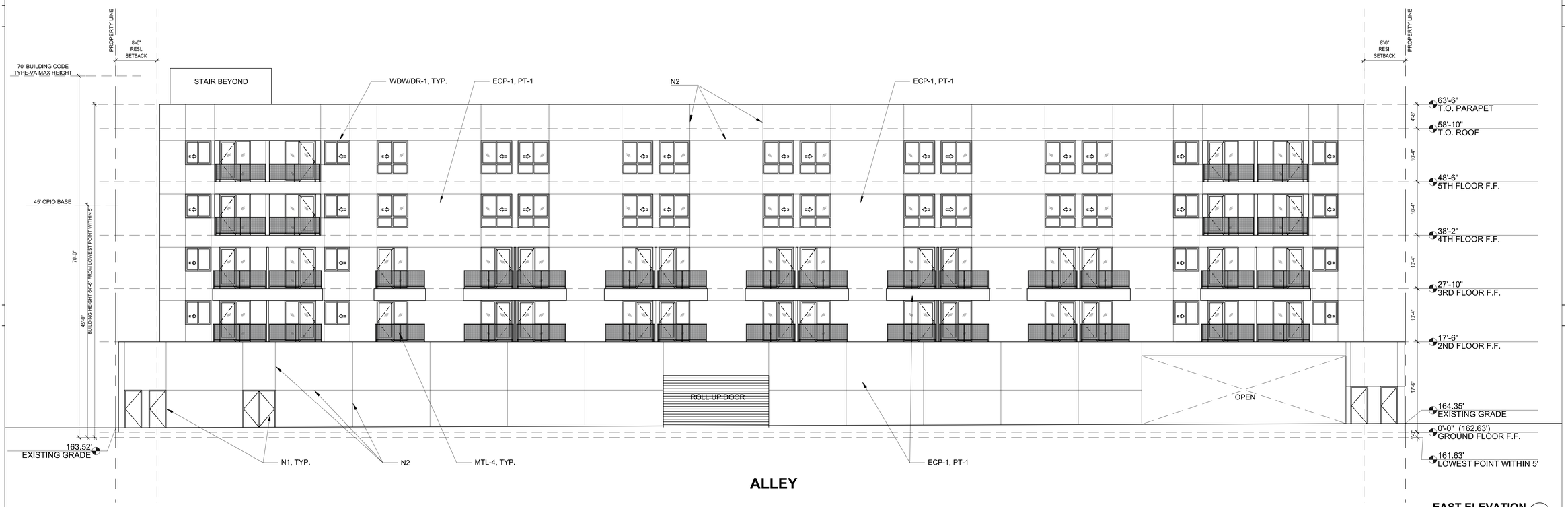


WEST ELEVATION (2)
SCALE: 1/8"=1'-0"



EAST ELEVATION (1)
SCALE: 1/8"=1'-0"

BUILDING MATERIAL CALCULATIONS:

THE PRIMARY FRONTAGE COMPRISED OF LESS THAN 80% STUCCO.
4389 SF / 10627 SF= 41%

GLAZING PERCENTAGE CALCULATIONS:

5TH FLOOR: 326/1374 = 24% > 15%
4TH FLOOR: 326/1374 = 24% > 15%
3RD FLOOR: 326/1374 = 24% > 15%
2ND FLOOR: 424/1422 = 30% > 15%
1ST FLOOR: 2056/4077 = 50%

EXTERIOR COLORS AND MATERIALS, CONT.

MTL-3	METAL PANEL WALL SYSTEM, SANDSTONE
MTL-4	METAL GUARDRAIL AT BALCONIES, CREAM
MTL-5	METAL GUARDRAIL AT BALCONIES, CHAMPAGNE METALLIC

EXTERIOR COLORS AND MATERIALS:

ECP-1	EXTERIOR CEMENT PLASTER, SMOOTH FINISH
PT-1	CREAM
PT-2	WEATHERED COPPER
WDW/DR-1	VINYL WINDOW/DOOR, WHITE
WDW/DR-2	VINYL WINDOW/DOOR, BRONZE
MTL-1	METAL PANEL WALL SYSTEM, CHAMPAGNE METALLIC
MTL-2	METAL PANEL WALL SYSTEM, CHAMPAGNE METALLIC

NOTES (N):

1. HOLLOW METAL DOOR AND FRAME, PAINTED TO MATCH ADJACENT ECP
2. ECP CONTROL JOINT
3. ALUMINUM STOREFRONT, WEATHERED COPPER

Mar 31, 2023 - 4:19pm

30x42

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LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

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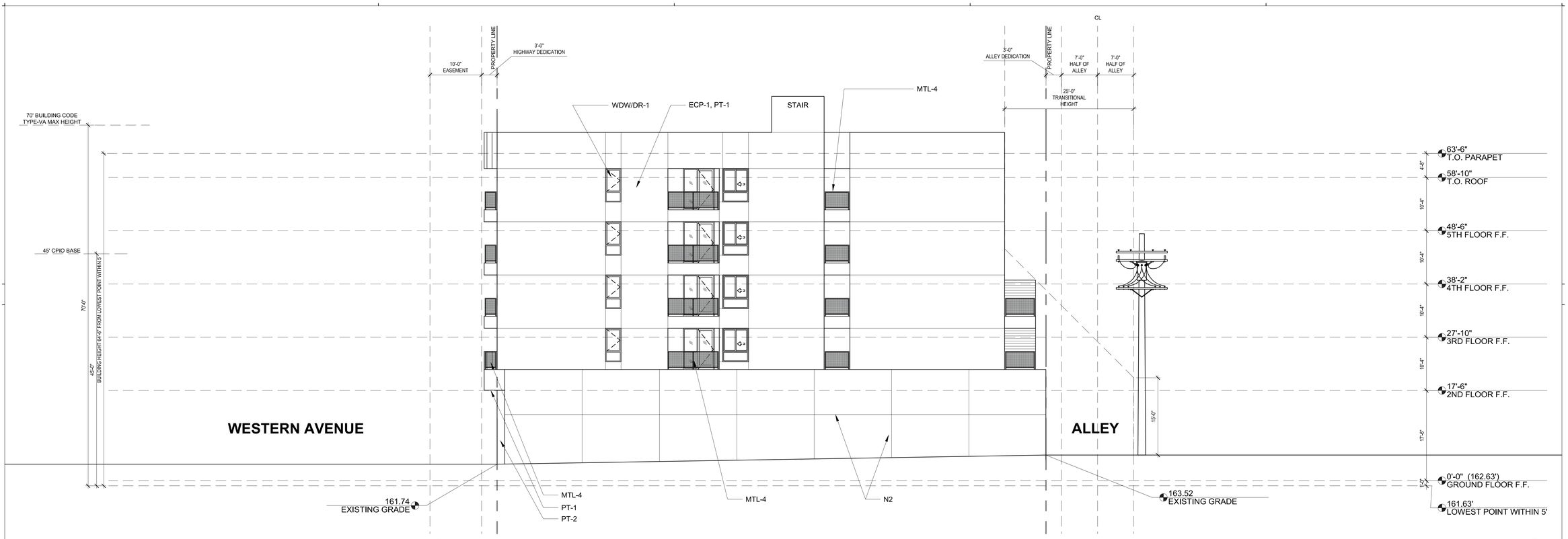
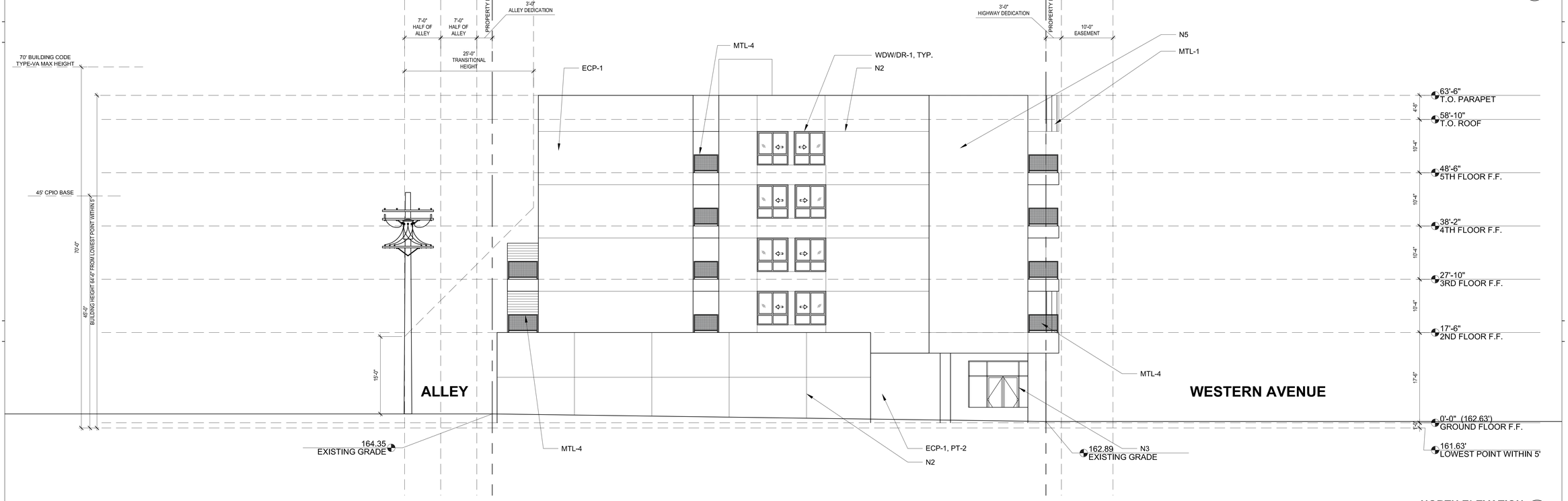
EXTERIOR ELEVATIONS

A3.00



SOUTH ELEVATION 2
SCALE: 1/8"=1'-0"



NORTH ELEVATION 1
SCALE: 1/8"=1'-0"

Mar 31, 2023 - 4:17pm

30x42

EXTERIOR COLORS AND MATERIALS, CONT.

MTL-3	METAL PANEL WALL SYSTEM, SANDSTONE
MTL-4	METAL GUARDRAIL AT BALCONIES, CREAM
MTL-5	METAL GUARDRAIL AT BALCONIES, CHAMPAGNE METALLIC

EXTERIOR COLORS AND MATERIALS:

ECP-1	EXTERIOR CEMENT PLASTER, SMOOTH FINISH
PT-1	CREAM
PT-2	WEATHERED COPPER
WDW/DR-1	VINYL WINDOW/DOOR, WHITE
WDW/DR-2	VINYL WINDOW/DOOR, BRONZE
MTL-1	METAL PANEL WALL SYSTEM, CHAMPAGNE METALLIC
MTL-2	METAL PANEL WALL SYSTEM, CHAMPAGNE METALLIC

NOTES (N):
1. HOLLOW METAL DOOR AND FRAME, PAINTED TO MATCH ADJACENT ECP
2. ECP CONTROL JOINT
3. ALUMINUM STOREFRONT, WEATHERED COPPER
4. SEE A3.10 FOR COLORS AND MATERIALS LEGEND
5. DECORATIVE ART PANEL

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LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
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LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

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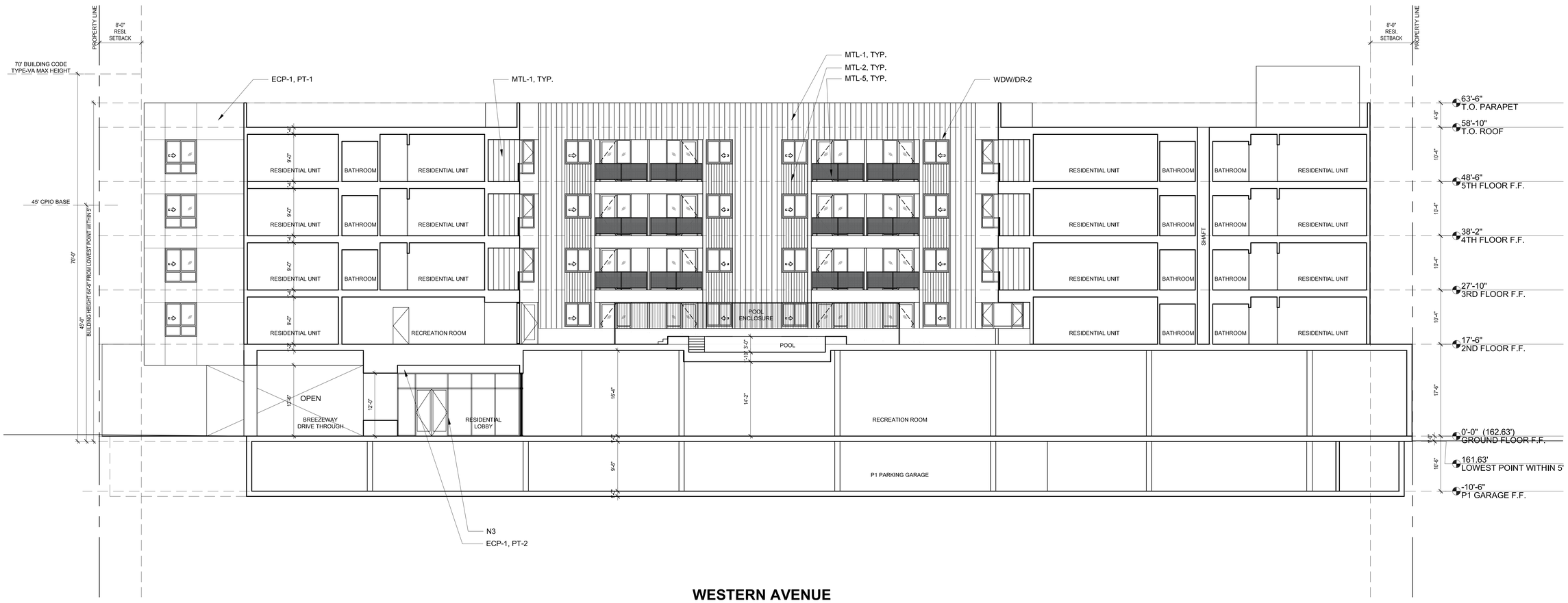
EXTERIOR ELEVATIONS

A3.01



WESTERN AVENUE

SECTION A (1)
SCALE: 1/8"=1'-0"

EXTERIOR COLORS AND MATERIALS, CONT.

MTL-3	METAL PANEL WALL SYSTEM, SANDSTONE
MTL-4	METAL GUARDRAIL AT BALCONIES, CREAM
MTL-5	METAL GUARDRAIL AT BALCONIES, CHAMPAGNE METALLIC

EXTERIOR COLORS AND MATERIALS:

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PT-1	CREAM
PT-2	WEATHERED COPPER
WDW/DR-1	VINYL WINDOW/DOOR, WHITE
WDW/DR-2	VINYL WINDOW/DOOR, BRONZE
MTL-1	METAL PANEL WALL SYSTEM, CHAMPAGNE METALLIC
MTL-2	METAL PANEL WALL SYSTEM, CHAMPAGNE METALLIC

NOTES (N):
1. HOLLOW METAL DOOR AND FRAME, PAINTED TO MATCH ADJACENT ECP
2. ECP CONTROL JOINT
3. ALUMINUM STOREFRONT, WEATHERED COPPER
4. SEE A3.10 FOR COLORS AND MATERIALS LEGEND

Mar 30, 2023 - 1:56pm
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LAS VEGAS

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CONSULTANT(S):

CLIENT:

DEVELOPER:

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LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
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ISSUED FOR CONSTRUCTION:	N/A

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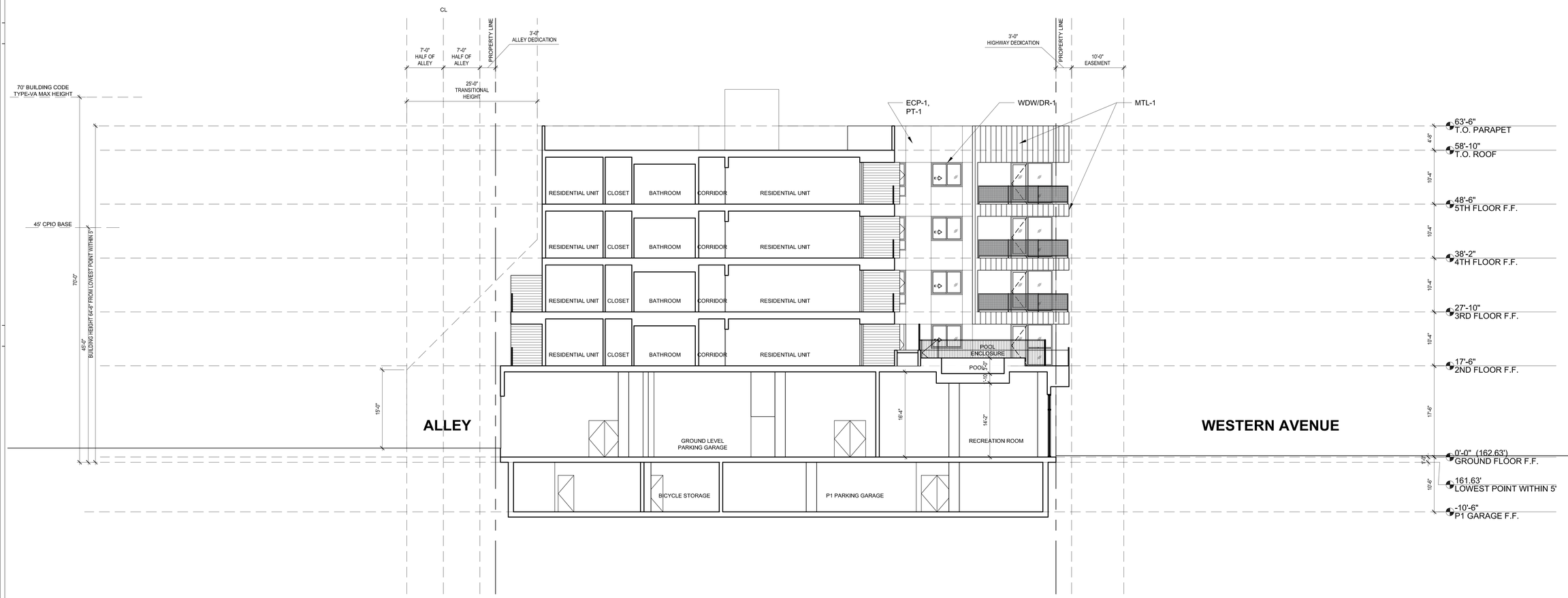
BUILDING SECTIONS

A4.00



SECTION B
SCALE: 1/8"=1'-0"

1

EXTERIOR COLORS AND MATERIALS, CONT.

MTL-3	METAL PANEL WALL SYSTEM, SANDSTONE
MTL-4	METAL GUARDRAIL AT BALCONIES, CREAM
MTL-5	METAL GUARDRAIL AT BALCONIES, CHAMPAGNE METALLIC

EXTERIOR COLORS AND MATERIALS:

ECP-1	EXTERIOR CEMENT PLASTER, SMOOTH FINISH
PT-1	CREAM
PT-2	WEATHERED COPPER
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WDW/DR-2	VINYL WINDOW/DOOR, BRONZE
MTL-1	METAL PANEL WALL SYSTEM, CHAMPAGNE METALLIC
MTL-2	METAL PANEL WALL SYSTEM, CHAMPAGNE METALLIC

NOTES (N):

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2. ECP CONTROL JOINT
3. ALUMINUM STOREFRONT, WEATHERED COPPER
4. SEE A3.10 FOR COLORS AND MATERIALS LEGEND

Mar 24, 2023 - 6:59pm

30x42

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NADEL SPECIAL PROJECTS INC.

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LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

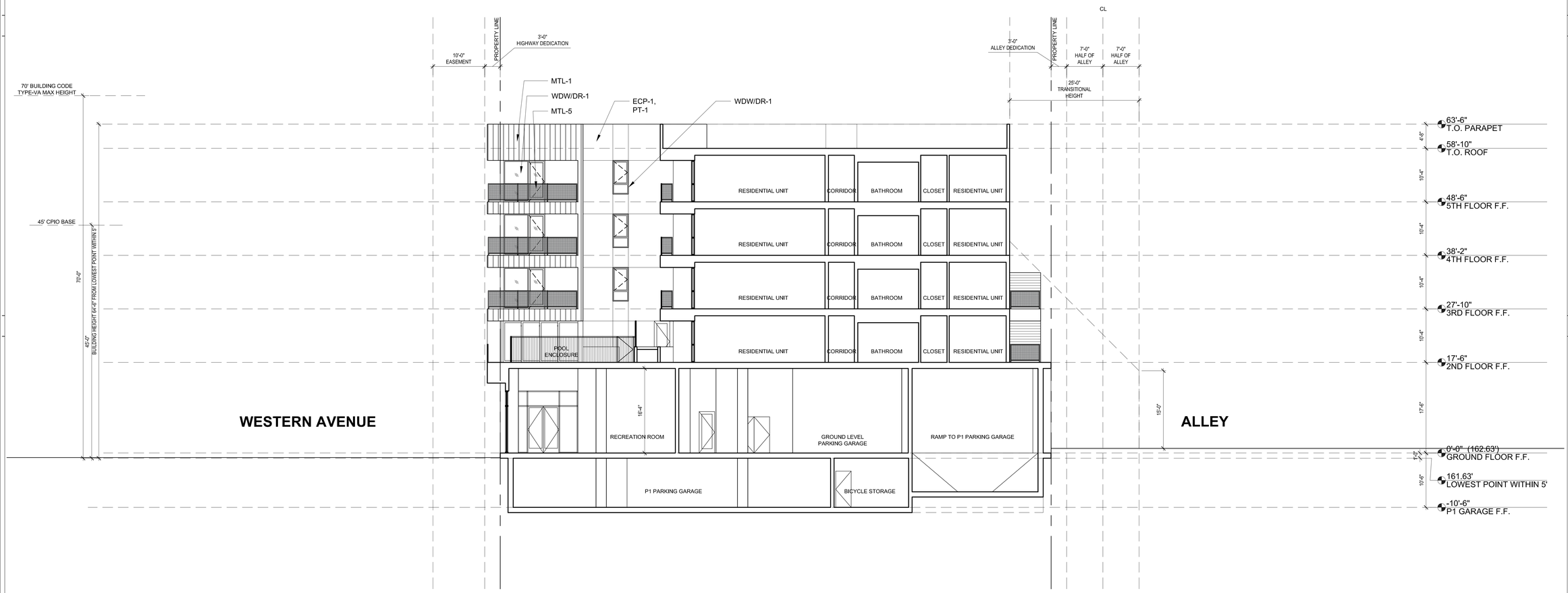
NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	

ISSUE: PZA SET 08/24/2022

BUILDING SECTIONS

A4.01



SECTION C (1)
SCALE: 1/8"=1'-0"

EXTERIOR COLORS AND MATERIALS, CONT.

MTL-3	METAL PANEL WALL SYSTEM, SANDSTONE
MTL-4	METAL GUARDRAIL AT BALCONIES, CREAM
MTL-5	METAL GUARDRAIL AT BALCONIES, CHAMPAGNE METALLIC

EXTERIOR COLORS AND MATERIALS:

ECP-1	EXTERIOR CEMENT PLASTER, SMOOTH FINISH
PT-1	CREAM
PT-2	WEATHERED COPPER
WDW/DR-1	VINYL WINDOW/DOOR, WHITE
WDW/DR-2	VINYL WINDOW/DOOR, BRONZE
MTL-1	METAL PANEL WALL SYSTEM, CHAMPAGNE METALLIC
MTL-2	METAL PANEL WALL SYSTEM, CHAMPAGNE METALLIC

NOTES (N):
1. HOLLOW METAL DOOR AND FRAME, PAINTED TO MATCH ADJACENT ECP
2. ECP CONTROL JOINT
3. ALUMINUM STOREFRONT, WEATHERED COPPER
4. SEE A3.10 FOR COLORS AND MATERIALS LEGEND

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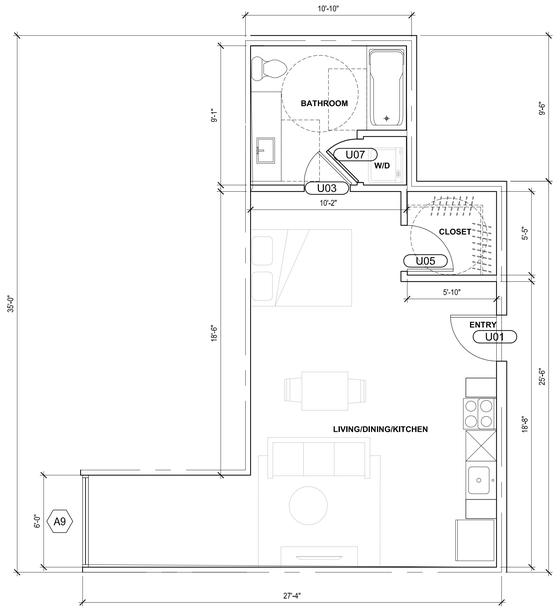
BUILDING SECTIONS

A4.02



STUDIO C 4
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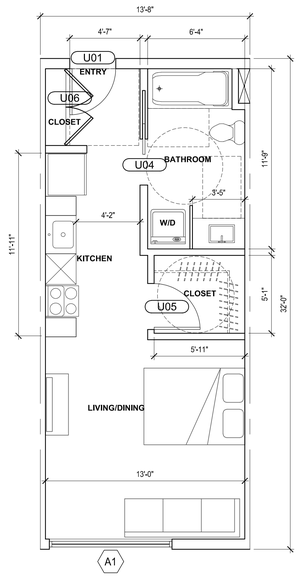

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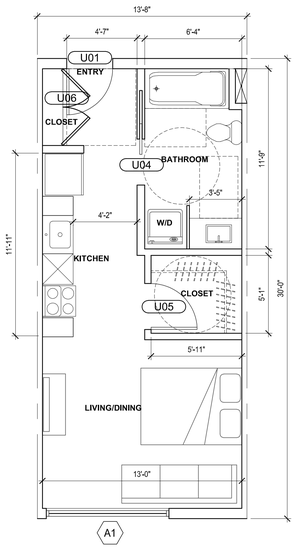

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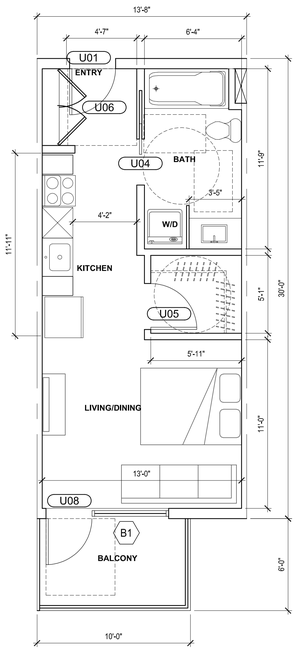

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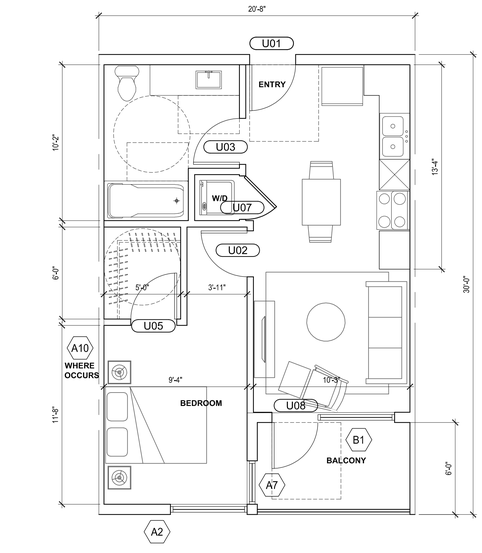

ONE BEDROOM 1-B 8
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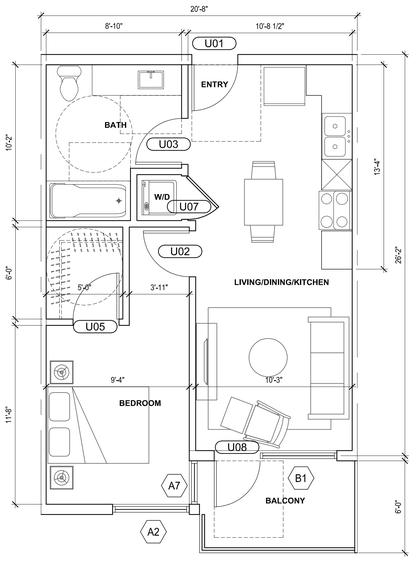

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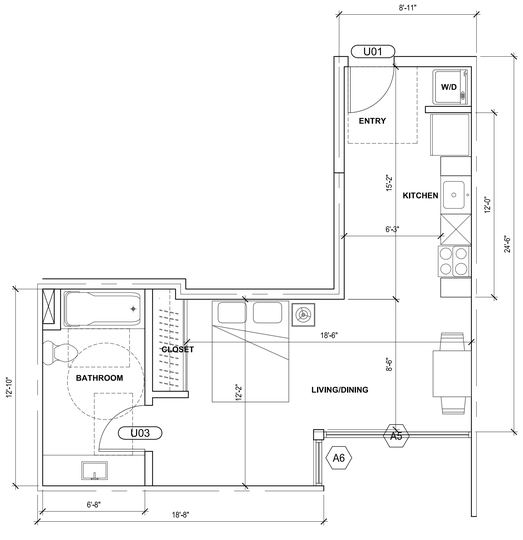

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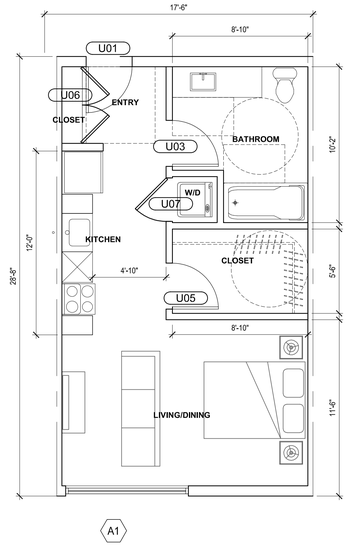

STUDIO D 5
1/4"=1'-0"

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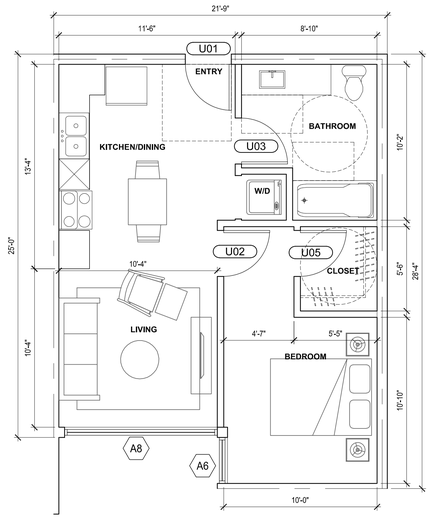
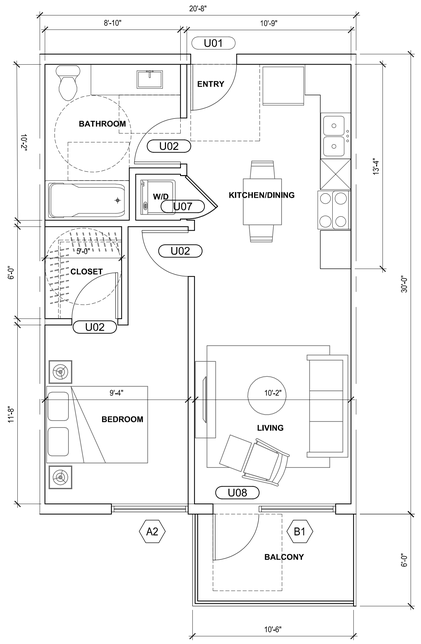
ENLARGED UNIT PLANS

A5.00



ONE BEDROOM 1-D 3
1/4"=1'-0"



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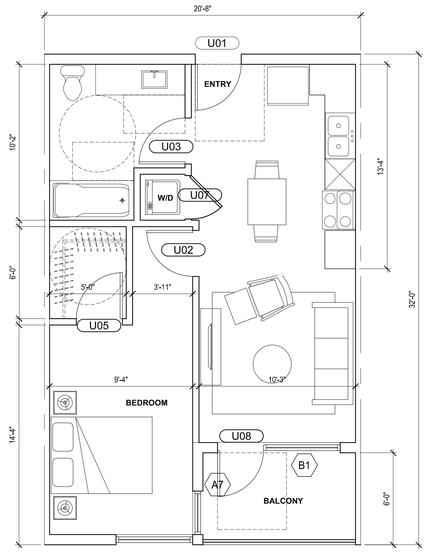

ONE BEDROOM 1-B1 1
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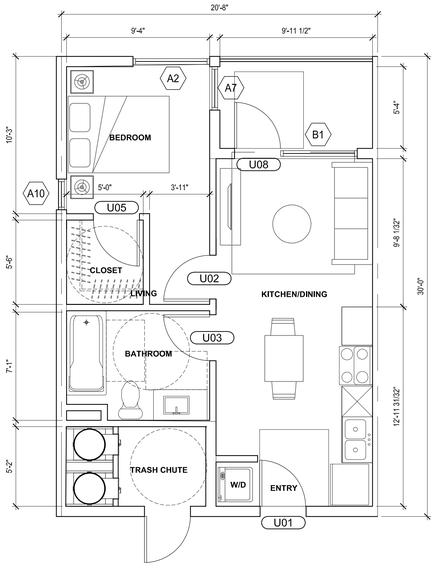

ONE BEDROOM 1-G 6
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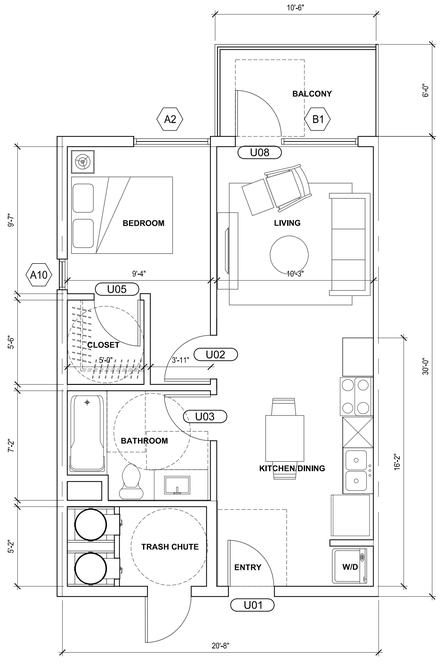

ONE BEDROOM 1-F 5
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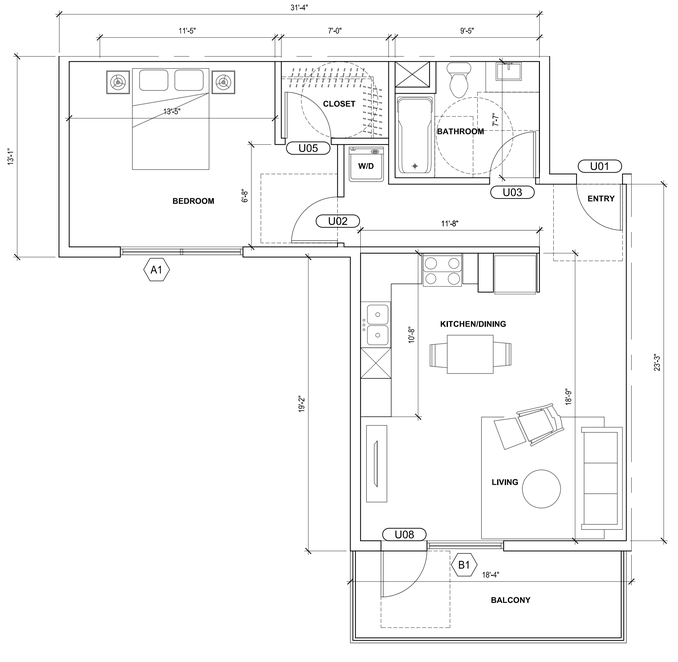

ONE BEDROOM 1-E 4
1/4"=1'-0"

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A5.01

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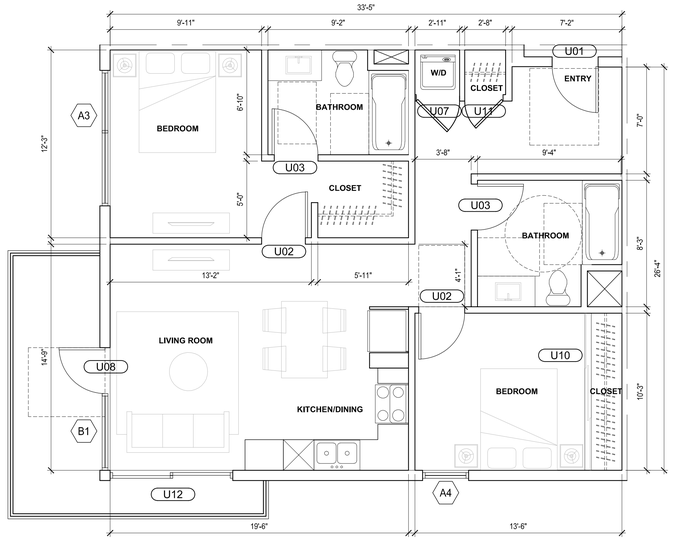
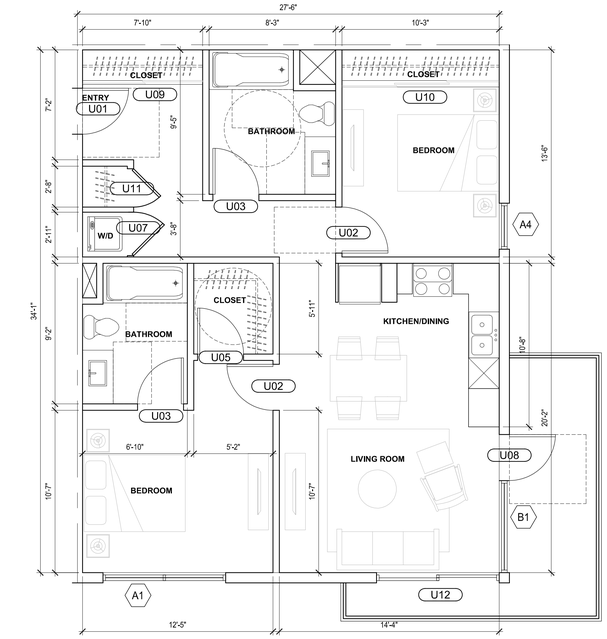


TWO BEDROOM 2-B 2
1/4"=1'-0"



TWO BEDROOM 2-A 1
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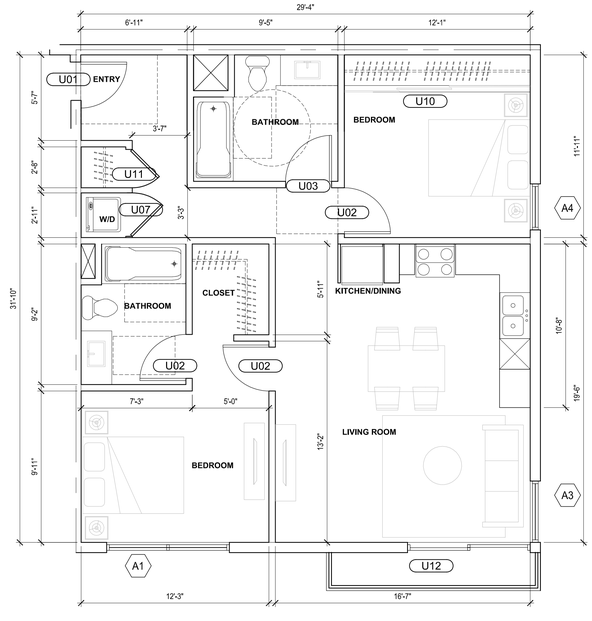

TWO BEDROOM 2-C 3
1/4"=1'-0"

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A5.02

Aug 25, 2022 - 9:14am

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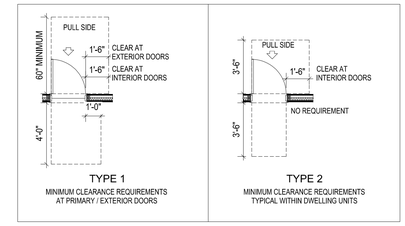
COMMON AREA DOOR SCHEDULE

DOOR NUMBER	ROOM NUMBER	ROOM NAME	DOOR SIZE		THICK-NESS	TYPE	DOOR MATERIAL	DOOR FACING/ FINISH	FRAME MATERIAL/ FINISH	REFERENCE DETAIL				UL FIRE RATING ASSEMBLY	CLOSER X=CLOSER REQUIRED	X = SECURITY CONTACT	HARD WARE	REMARKS
			WIDTH	HEIGHT						HEAD	JAMB	JAMB	THRESHOLD					
PARKING LEVEL P-1																		
P100	-	ELEVATOR LOBBY	PAIR 3' - 0"	7' - 0"	1 3/4"	BB	HM	---	---	---	---	---	----	60	X	X	----	----
P101	-	POOL EQUIPMENT ROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	60	X	X	----	----
P102	-	LONG TERM BIKE STOR	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	60	X	X	----	----
P103	-	LONG TERM BIKE STOR	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	60	X	X	----	----
P104	-	MECH/ELECT	PAIR 3' - 0"	7' - 0"	1 3/4"	BB	HM	---	---	---	---	---	----	60	X	X	----	----
P105	-	MECH/ELECT	PAIR 3' - 0"	7' - 0"	1 3/4"	BB	HM	---	---	---	---	---	----	60	X	X	----	----
P106	-	STAIR #3	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	60	X	X	----	----
P107	-	MECH/ELECT	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	60	X	X	----	----
P108	-	MECH/ELECT	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	60	X	X	----	----
P109	-	STAIR #1	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	60	X	X	----	----
GROUND LEVEL																		
100	-	RESIDENTIAL LOBBY	PAIR 3' - 0"	9' - 0"	1 3/4"	DD	STFT	---	---	---	---	---	----	--	X	X	----	----
101	-	STAIR #2	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
102	-	RESI LEASING OFFICE	3' - 0"	7' - 0"	1 3/4"	CC	STFT	---	---	---	---	---	----	20	X	X	----	----
103	-	RESIDENTIAL LOBBY	3' - 0"	9' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	60	X	X	----	----
104	-	PARCEL LOCKERS	3' - 0"	7' - 0"	1 3/4"	CC	STFT	---	---	---	---	---	----	20	X	X	----	----
105	-	COMMERCIAL ELECTRICAL ROOM	PAIR 3' - 0"	7' - 0"	1 3/4"	BB	HM	---	---	---	---	---	----	60	X	X	----	----
106	-	ELECTRICAL ROOM	PAIR 3' - 0"	7' - 0"	1 3/4"	BB	HM	---	---	---	---	---	----	60	X	X	----	----
107	-	MPOE	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	60	X	X	----	----
108	-	RESIDENTIAL TRASH ROOM	PAIR 3' - 0"	7' - 0"	1 3/4"	BB	HM	---	---	---	---	---	----	120	X	X	----	----
109	-	FDA LADDER #1	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
110	-	STAIR #1	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
111	-	COMMERCIAL LOADING GATE	3' - 0"	7' - 0"	1 3/4"	EE	ROLL DOWN GATE	---	---	---	---	---	----	---	X	X	----	----
112	-	GARAGE	PAIR 3" - 0"	7' - 0"	1 3/4"	BB	HM	---	---	---	---	---	----	20	X	X	----	----
113	-	STAIR #3	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
114	-	FDA LADDER #2	6' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
115	-	MECHANICAL / ELECT ROOM	PAIR 3' - 0"	7' - 0"	1 3/4"	BB	HM	---	---	---	---	---	----	60	X	X	----	----
116	-	COMMERCIAL TRASH RM	PAIR 3' - 0"	7' - 0"	1 3/4"	BB	HM	---	---	---	---	---	----	60	X	X	----	----
117	-	COMMERCIAL AREA	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	60	X	X	----	----
118	-	RECREATION AREA	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	60	X	X	----	----
119	-	RECREATION AREA	PAIR 3' - 0"	9' - 0"	1 3/4"	DD	STFT	---	---	---	---	---	----	--	X	X	----	----
SECOND LEVEL																		
200	-	STAIR #2	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	----	----	----
201	-	IDF	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	----	----	----
202	-	TRASH ROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	----	----	----
203	-	ELEVATOR VESTIBULE	3' - 0"	7' - 0"	1 3/4"	DD	STFT	---	---	---	---	---	----	20	X	----	----	----
204	-	WOMEN'S RESTROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	----	----	----
205	-	MEN'S RESTROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	----	----	----
206	-	RECREATION ROOM	3' - 0"	7' - 0"	1 3/4"	CC	STFT	---	---	---	---	---	----	20	X	----	----	----
207	-	RECREATION ROOM	3' - 0"	7' - 0"	1 3/4"	CC	ALUM FR STFT	---	---	---	---	---	----	20	X	----	----	----
208	-	RECREATION ROOM	3' - 0"	7' - 0"	1 3/4"	CC	STFT	---	---	---	---	---	----	20	X	----	----	----
209	-	RECREATION ROOM	15' - 0"	9' - 0"	1 3/4"	FF	ALUM CLAD	---	---	---	---	---	----	20	X	----	----	----
210	-	CORRIDOR	3' - 0"	7' - 0"	1 3/4"	CC	STFT	---	---	---	---	---	----	20	X	----	----	----
211	-	ELECTRICAL ROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	----	----	----
212	-	STAIR #3	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	----	----	----
THIRD LEVEL																		
300	-	STAIR #2	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
301	-	IDF	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
302	-	TRASH ROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
303	-	JANITOR ROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
304	-	ELECTRICAL ROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
305	-	STAIR #3	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
FOURTH LEVEL																		
400	-	STAIR #2	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
401	-	IDF	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
402	-	TRASH ROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
403	-	JANITOR ROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
404	-	ELECTRICAL ROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
405	-	STAIR #3	3' - 0"	7' - 0"	1 3/4"	AA	HM											
FIFTH LEVEL																		
500	-	STAIR #2	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
501	-	IDF	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
502	-	TRASH ROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
503	-	JANITOR ROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
504	-	ELECTRICAL ROOM	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----
505	-	STAIR #3	3' - 0"	7' - 0"	1 3/4"	AA	HM											
ROOF LEVEL																		
R01	-	STAIR #2	3' - 0"	7' - 0"	1 3/4"	AA	HM	---	---	---	---	---	----	20	X	X	----	----



NOTE:

1. ALL RATED PAIRS OF DOORS SHALL HAVE CLOSE ASTRAGAL AND COORDINATOR.
2. ARCH. FINISH SURFACE ELEVATIONS. LIKE A2.03S SHOWS 1/4" DROP AT SOME DOOR THRESHOLDS. AT THOSE LOCATION USE PEMKO 2727A THRESHOLD OR EQUAL.
3. GROUND FLOOR STAIR EXIT DOORS SHALL ONLY BE ACCESSIBLE FROM STREET SIDE VIA USE OF A KEY.THEY WILL BE LOCKED AT ALL TIMES.
4. THE ENTRANCE DOORS TO RESIDENTIAL UNITS FROM INTERIOR CORRIDORS ARE REQUIRED TO HAVE A MIN. STC RATING OF 26. (LAMINATED 1-3/8" SOLID-CORE DOORS WITH RESILIENT STOPS AND GASKETS OR 18 GA. INSULATED STEEL SLAB DOORS WITH COMPRESSION SEALS ALL AROUND, INCLUDING THRESHOLD WILL MEET THIS REQUIREMENT).
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6. CARD READERS SHALL BE LOCATED AT EXTERIOR SIDE OF DOOR.

   AT 2ND THRU SEVENTH FLOORS, STAIRWELL DOOR CARD READERS ARE LOCATED INSIDE STAIRWELL.

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	V — VINYL
	W — WOOD

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PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

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4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/4" = 1'-0"

ISSUE: PZA SET 08/24/2022

DOOR SCHEDULE

A7.00

Aug 29, 2022 - 11:28am

30x42

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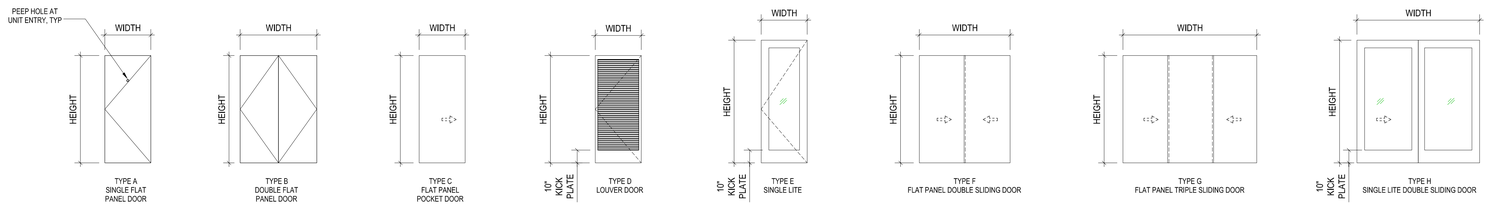
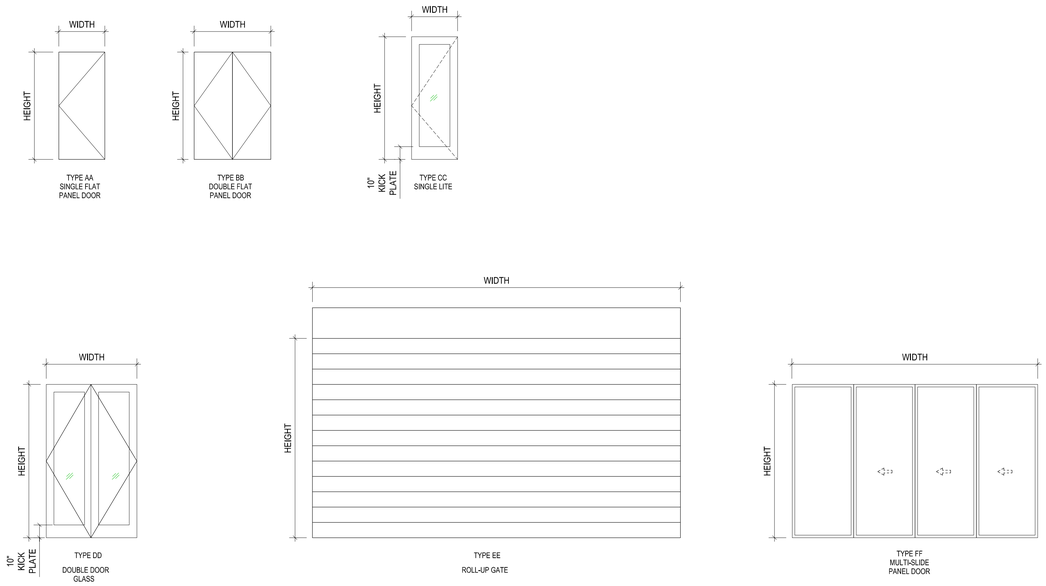
TYPICAL UNIT DOOR SCHEDULE

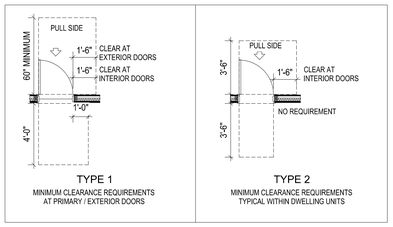
DOOR NUMBER	ROOM NUMBER	ROOM NAME	DOOR SIZE		THICK-NESS	TYPE	DOOR MATERIAL	DOOR FACING/ FINISH	FRAME MATERIAL/ FINISH	REFERENCE DETAIL				UL FIRE RATING ASSEMBLY	CLOSER X=CLOSER REQUIRED	X = SECURITY CONTACT	HARD WARE	REMARKS
			WIDTH	HEIGHT						HEAD	JAMB	JAMB	THRESHOLD					
U01		UNIT ENTRY	3' - 0"	7' - 0"	1 3/4"	A		---	---	---	---	---	----	60	X	----	----	
U02		UNIT BEDROOM	3' - 0"	7' - 0"	1 3/4"	A		---	---	---	---	---	----	60	X	----	----	
U03		UNIT BATHROOM	3' - 0"	7' - 0"	1 3/4"	A		---	---	---	---	---	----	60	X	----	----	
U04		UNIT BATHROOM	3' - 0"	7' - 0"	1 3/4"	C		---	---	---	---	---	----	60	X	----	----	
U05		CLOSET	3' - 0"	7' - 0"	1 3/4"	A		---	---	---	---	---	----	60	X	----	----	
U06		CLOSET	PAIR 2' - 6"	7' - 0"	1 3/4"	B		---	---	---	---	---	----	60	X	----	----	
U07		W/D CLOSET	2' - 10"	7' - 0"	1 3/4"	D		---	---	---	---	---	----	60	X	----	----	
U08		BALCONY	3' - 0"	8' - 0"	1 3/4"	E		---	---	---	---	---	----	60	X	----	----	
U09		CLOSET	7'-10"	7' - 0"	1 3/4"	F			---	---	---	---	----	60	X	----	----	
U10		CLOSET	9' - 7"	7' - 0"	1 3/4"	G			---	---	---	---	----	60	X	----	----	
U11		CLOSET	2' - 6"	7' - 0"	1 3/4"	A			---	---	---	---	----	60	X	----	----	
U12		BALCONY	8' - 0"	8' - 0"	1 3/4"	H			---	---	---	---	----	60	X	----	----	

UNIT DOOR TYPES



COMMON DOOR TYPES





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REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

PZA SET 08/24/2022

ISSUE:

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/4" = 1'-0"

DOOR SCHEDULE

A7.01

Aug 25, 2022 - 9:13am

30x42

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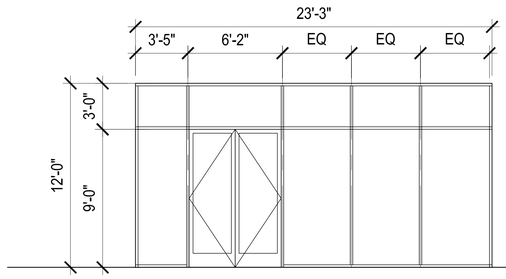
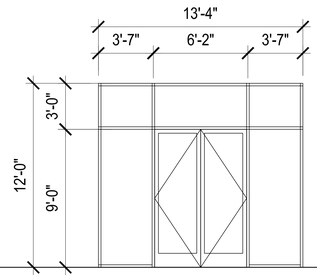
STOREFRONT SCHEDULE

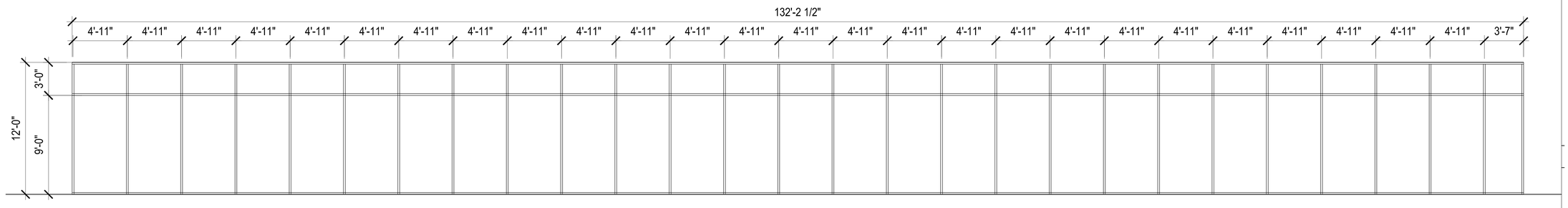
TYPE	WIDTH	HEIGHT	SILL HEIGHT	OPERATION	MATERIAL	FINISH	GLAZING TYPE	DETAILS			COMMENTS
								HEAD	JAMB	SILL	
STFT 1	23'-3"	12'-0"	---	---	---	---	---	---	---	---	
STFT 2	13'-4"	12'-0"	---	---	---	---	---	---	---	---	
STFT 3	132'-2 1/2"	12'-0"	---	---	---	---	---	---	---	---	



STFT 1 STOREFRONT @ RESIDENTIAL LOBBY



STFT 2 STOREFRONT @ COMMERCIAL



STFT 3 STOREFRONT @ COMMERCIAL

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CONSULTANT(S):

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KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
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NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/4" = 1'-0"

ISSUE: PZA SET 08/24/2022

STOREFRONT SCHEDULE

A7.02

Aug 25, 2022 - 9:12am

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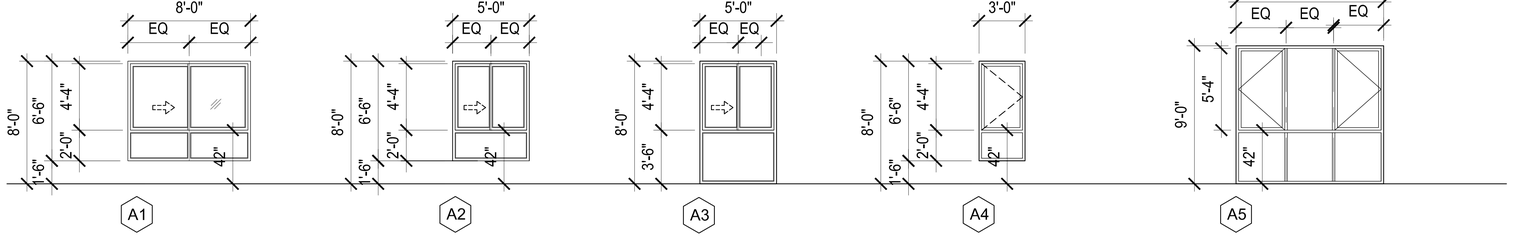
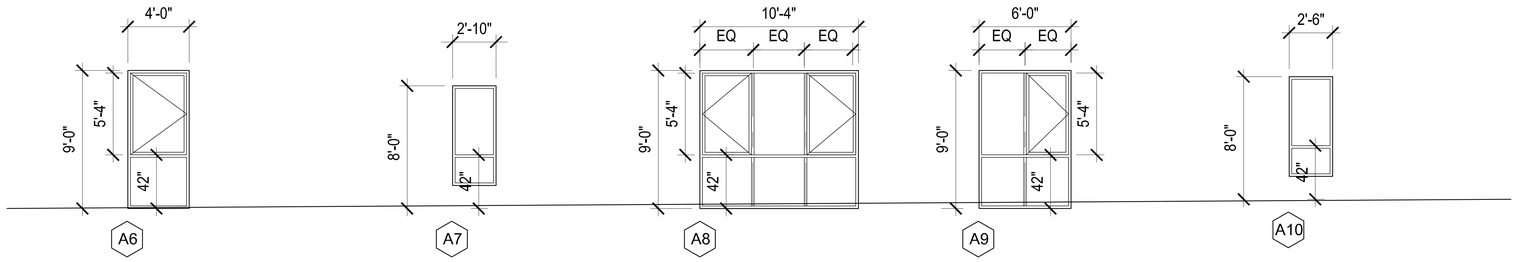
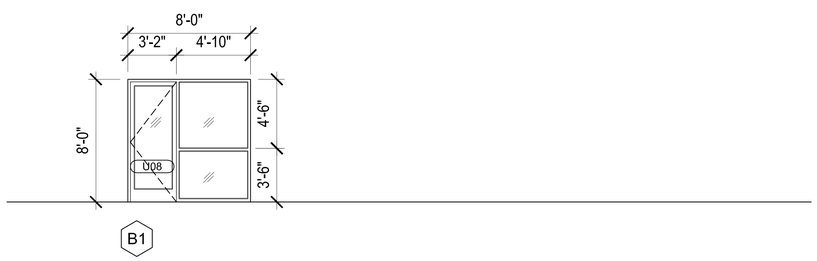
RESIDENTIAL UNIT WINDOW SCHEDULE

TYPE	WIDTH	HEIGHT	SILL HEIGHT	OPERATION	MATERIAL	FINISH	GLAZING TYPE	DETAILS			COMMENTS
								HEAD	JAMB	SILL	
A1	8'-0"	6'-6"	---	---	---	---	---	---	---	---	
A2	5'-0"	6'-6"	---	---	---	---	---	---	---	---	
A3	4'-0"	8'-0"	---	---	---	---	---	---	---	---	
A4	3'-0"	6'-6"	---	---	---	---	---	---	---	---	
A5	9'-6"	9'-0"	---	---	---	---	---	---	---	---	
A6	4'-0"	9'-0"	---	---	---	---	---	---	---	---	
A7	2'-10"	8'-0"	---	---	---	---	---	---	---	---	
A8	10'-4"	9'-0"	---	---	---	---	---	---	---	---	
A9	6'-0"	9'-0"	---	---	---	---	---	---	---	---	
A10	2'-0"	8'-0"	---	---	---	---	---	---	---	---	
B1	8'-0"	8'-0"	---	---	---	---	---	---	---	---	







ALUMINUM WINDOWS & PATIO DOORS
MFR: _____ AND DOORS GLASS: 3/4"INSULATING W/ 2x LOW-E COATING PROVIDE SCREENS AT OPERABLE OPENINGS

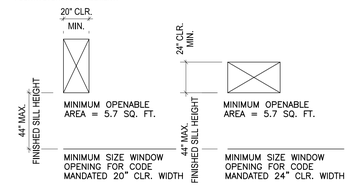
ALUMINUM STOREFRONT
MFR: ARCADIA-TC5470 FRAMING SYSTEM TC SERIES THERMALLY BROKEN STOREFRONT: OFFSET GLAZED WITH 1"IGU (1/4" TEMPERED, 1/2"AIR SPACE, 1/4" TEMPERED). COLOR: PER ARCHITECT'S SELECTION

ACOUSTIC REQUIREMENTS - WINDOW
ALL SOUTH FACING PERIMETER WINDOWS AND GLASS DOORS AT RESIDENTIAL UNITS, ELEVATOR LOBBIES, GYM AND SOCIAL ROOM TO BE GLAZED WITH MINIMUM STC 33 GLAZING PER (VENEKLASEN ASSOCIATES, ACOUSTICAL REPORT DATED SEPTEMBER 7, 2016 ZONE A).
ALL OTHER WINDOWS FACING EAST, WEST AND NORTH PERIMETER WINDOWS AND GLASS DOORS AT RESIDENTIAL UNITS, GYM ROOM TO BE GLAZED WITH A MINIMUM STC 30 GLAZING, PER (VENEKLASEN ASSOCIATES, ACOUSTICAL REPORT DATED SEPTEMBER 7, 2016 ZONE B).
CONTRACTOR SHALL NOT PURCHASE OR INSTALLED WINDOWS AND GLASS DOORS UNTIL THEY HAVE READ AND FOLLOW THE VENEKLASEN ASSOCIATES REPORT DATED SEPTEMBER 7, 2016.

TEST DATA SHOWING THAT THE PARTICULAR WINDOW SELECTED ACHIEVES STC 30 WILL NEED TO BE SUBMITTED TO LADBS BY A LOS ANGELES CITY APPROVED TESTING AGENCY.

EGRESS
EXIT THROUGH WINDOWS AND/OR SLIDING GLASS DOORS PER THIS SHEET AND NOTE 1 BELOW.

NOTE
ONE OPERABLE WINDOW WITH AN OPERABLE AREA OF NOT LESS THAN 5.7 SQ. FT., MINIMUM CLEAR 24 IN. HEIGHT AND 20 IN. WIDTH, AND A SILL HEIGHT NOT OVER 44 IN. ABOVE THE FLOOR IS REQUIRED IN ALL BEDROOMS BELOW THE FOURTH STORY AND BASEMENT.



1. REQUIREMENTS FOR EMERGENCY ESCAPE/RESC WINDOWS FOR SLEEPING ROOMS BELOW THE FOURTH FLOOR.
2. SEE UNIT PLANS A7.21 THROUGH A7.24 FOR LOCATIONS OF EGRESS WINDOWS.
3. CONTRACTOR TO VERIFY ALL WINDOWS TO BE PROCURED MEET THE CODE REQUIREMENTS.

LIGHT & AIR REQUIREMENTS

SEE SHEET A2.13 TO A2.16 - ENLARGED UNIT PLANS.

SECTION 1205: LIGHTING 1205.2 NATURAL LIGHT. THE MINIMUM NET GLAZED AREA SHALL NOT BE LESS THAN 8 PERCENT OF THE FLOOR AREA OF THE ROOM SERVED. SECTION 1203: VENTILATION 1203.4.1 VENTILATION AREA REQUIRED. THE MINIMUM OPENABLE AREA TO THE OUTDOOR SHALL BE 4 PERCENT OF THE FLOOR AREA BEING VENTILATED.

WINDOW & DOOR INSTALLATION NOTES:

1. WINDOW AND DOOR INSTALLATION SHALL BE REFERENCE TO NATIONAL STANDARDS AAMA 2400-10 AND ASTM E2112.
2. ELASTOMERIC SELF-ADHERING FLEXIBLE FLASHING (SAFF) SHALL BE MINIMUM 9" IN WIDTH AS RECOMMENDED BY ASTM AND AAMA, IF MECHANICALLY ATTACHED FLASHING IS USED, ENSURE A CONTINUOUS BEAD OF SEALANT IS APPLIED TO THE EXTERIOR ATTACHMENT FLANGES (COVERING ALL FASTENER HEADS) PRIOR TO APPLICATION OF WRB.
3. FLASHING SHALL BE APPLIED OVER SOLID BACKING PER MANUFACTURER'S RECOMMENDATION.
4. SELF-ADHERED FLASHING SHALL BE APPLIED WITH J-ROLLER OF HARD RUBBER TO ASSURE PROPER ADHESION TO THE WINDOW NAILING FLANGE, SUBSTRATE, FLASHINGS AND WATER—RESISTIVE BARRIERS.
5. WHETHER MECHANICALLY ATTACHED OR SELF—ADHERED, THE LOWER PORTION OF THE SILL FLASHING SHALL BE LEFT UN-ATTACHED OR UN-ADHERED (BY LEAVING THE LOWER PORTION OF RELEASE LINER IN PLACE), ALLOWING THE WATER-RESISTIVE BARRIER TO BE SLIPPED UNDER FOR PROPER LAPPING. REMOVE LINER AND ADHERE TO WATER-RESISTIVE BARRIER.
6. AT WINDOW SILL "PAN" FLASHING, OMIT THE SEALANT BEHIND THE SILL FIN OR USE "SKIP" SEALANT (E.G. 8" BEAD OF SEALANT, 2" GAP, ETC.) PER THE MANUFACTURER SO WATER MAY FREELY DRAIN FROM THE SILL PAN.
7. ALL PRODUCTS, INCLUDING FLASHING AND SEALANTS, SHALL BE CHEMICALLY COMPATIBLE AND INSTALLED WITHIN THE TEMPERATURE RANGE AND CONDITIONS RECOMMENDED ALWAYS REFER TO THE SPECIFIC MANUFACTURER'S REQUIREMENTS.
8. WHEN USING TWO LAYERS OF FLASHING, ALLOW THE SEALANT TO CURE A MINIMUM OF 48 HOURS PRIOR TO THE SECONDARY APPLICATION OF FLASHING. NOTE: FLASHING IS A VAPOR BARRIER AND WILL INHIBIT THE CURING OF SEALANTS.
9. PROHIBIT THE PENETRATION OF ATTACHMENT FLANGES BY LATH, LATH ACCESSORIES OR TRIM FASTENERS. EXCESSIVE PENETRATIONS LEAD TO WATER INTRUSION AND MAY VOID MANUFACTURE'S WARRANTY.
10. PROHIBIT VERTICAL LAPS IN WATER—RESISTIVE BARRIER ABOVE AND BELOW WINDOWS, AND WITHIN 24" OF JAMBS (SIMILAR TO DOORS).
11. THERMAL/ACOUSTIC INSULATION TO BE USED AROUND AND DOOR FRAME VOIDS (AT ROUGH OPENINGS BETWEEN SHIMS). LOW-EXPANSION POLYURETHENE FOAM SUCH AS DOW GREAT STUFF DOOR & WIINDOW IS AN ACCEPTABLE PRODUCT.
12. EXTERIOR WALL—MOUNTED VENTS, UTILITY VAULTS, FIRE EXTINGUISHER CABINETS, QUICK FLASH PANELS, SCUPPERS AND OTHER FLANGED SURFACE-MOUNTED ASSEMBLIES SHALL BE FLASHED AS A WINDOW.
13. PROHIBIT BLOCKING OF WINDOW SILL WEEP HOLES.

TYPICAL FLASHING NOTES:

1. FASTEN DECK PLYWOOD WITH CORROSION-RESISTANT THAT RESIST EXTRACTION. SCREWS, SCREW-SHANK NAILS AND RING-SHANK NAILS SHOULD HAVE HEADS DRIVEN FLUSH TO PLYWOOD SURFACE.
2. ALL SHEET METAL SHALL BE BONDERIZED FOR ADEQUATE ADHESION AND COMPLY WITH SMACNA STANDARDS.
3. ALL FLASHING SHALL EXTEND MINIMUM OF 4" ABOVE TRAFFIC SURFACE.
4. PROVIDE A FULL 4" OVERLAP OF ALL FLASHING COMPONENTS WITH A CONTINUOUS BEAD OF SEALANT AT THE OVERLAPPING WALL AND DECK FLANGES.
5. PROVIDE DECK PERIMETER FLASHING OVER A CONTINUOUS BEAD OF SEALANT TO SUB-FLOOR OR PROVIDE FLASHING EMBEDDED INTO WATERPROOF (INSTALLED OVER BASE LAYER AND UNDER SUBSEQUENT LAYERS).
6. DECK DOOR THRESHOLD FLASHING PAN MUST LAP OVER THE DECK SHEET METAL AND HAVE CONTINUOUS SEALANT BETWEEN THE TWO FLASHING SYSTEMS. PROHIBIT FASTENERS PENETRATIONS OF HORIZONTAL PAN SURFACE.

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LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/4" = 1'-0"

ISSUE: PZA SET 08/24/2022

WINDOW SCHEDULE

A7.03

Aug 25, 2022 - 9:12am

30x42

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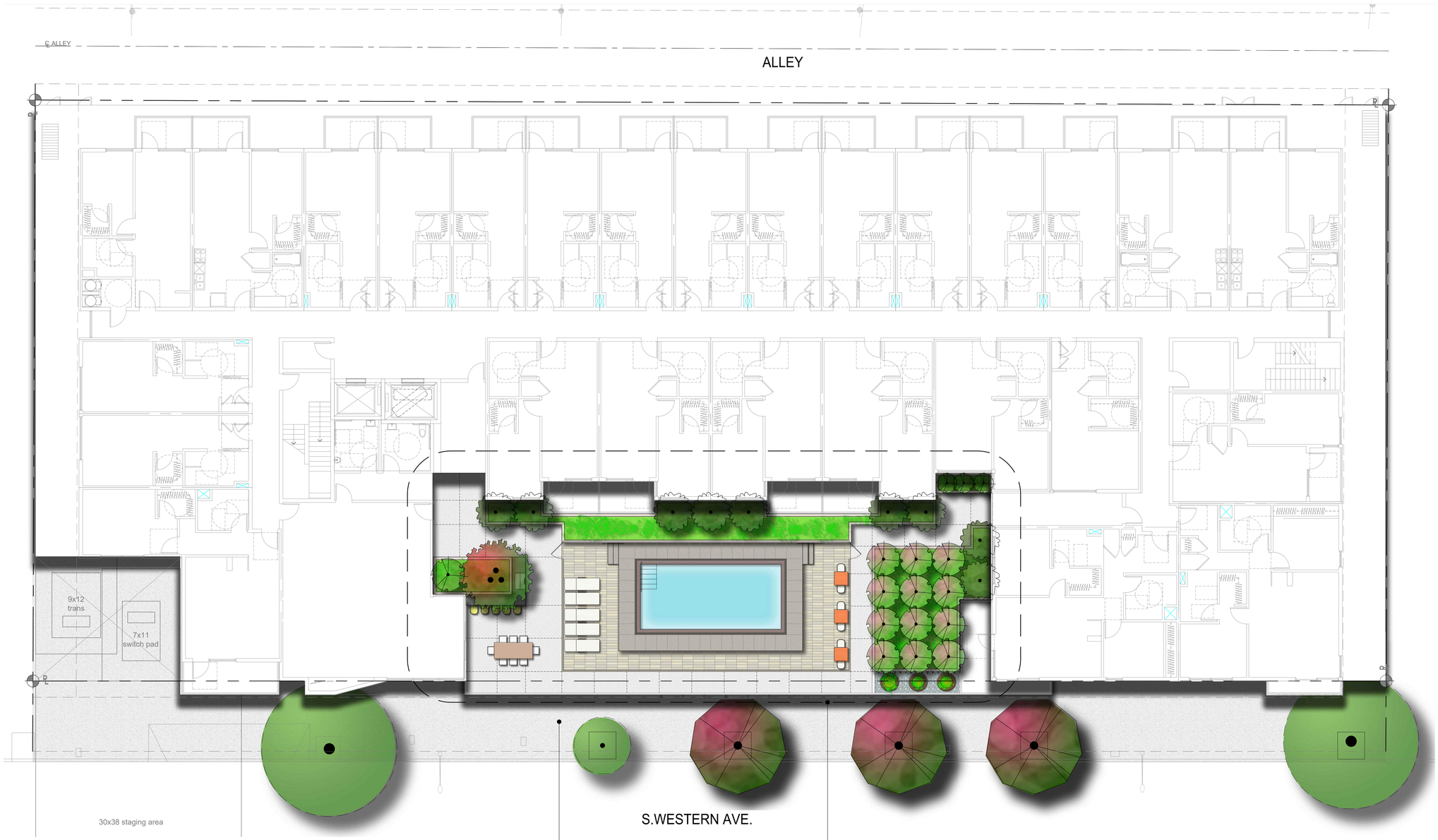

STREET & PERIMETER LANDSCAPE: LEVEL 1
SEE SHEET L2.0.

PODIUM LANDSCAPE: LEVEL 2
SEE SHEET L3.0.

TREE COUNT SUMMARY

TOTAL NO. OF UNITS	= 114
NO. OF TREES (24" BOX MIN.) REQUIRED 1 PER 4 UNITS	= 29
NO. OF TREES (24" BOX MIN.) PLANTED:	
GROUND LEVEL (New Street Trees @ 25' o.c.)	= 3
LEVEL 2	= 26
TOTAL PROVIDED	= 29

COMMON OPEN SPACE

TOTAL COMMON OPEN SPACE PROVIDED	= 6,090 S.F.
MINIMUM (12.9%) REQUIRED LANDSCAPE AREA	= 790 S.F.
LANDSCAPE AREA PROVIDED ON:	
LEVEL 2	= 790 S.F.
TOTAL LANDSCAPE AREA PROVIDED IN COMMON OPEN SPACE	= 790 S.F.

GENERAL NOTES:

1. ALL LANDSCAPE AREAS WILL BE IRRIGATED W/ A HIGH EFFICIENCY IRRIGATION W/ SMART IRRIGATION CONTROLS.
2. ALL PLANTING & IRRIGATION SHALL COMPLY WITH CITY OF LOS ANGELES REQUIREMENTS.
3. IRRIGATION DESIGN WILL INCORPORATE EPA WATERSENSE SPECIFICATIONS
4. STREET TREES SHALL BE SELECTED AND INSTALLED PER CITY OF LOS ANGELES DEPARTMENT OF URBAN FORESTRY.
5. ALL NEW PLANTED AREAS TO BE HEAVILY MULCHED FOR WATER CONSERVATION.
6. THERE ARE NO SIGNIFICANT TREES TO BE REMOVED ON THE SITE.
7. THERE ARE NO PROTECTED TREES ON THE SITE.

WATER CONSERVATION STATEMENT:

ALL LANDSCAPE WILL BE SPECIFIED, PLANTED & IRRIGATED ACCORDING TO XERISCAPE DESIGN PRINIPLES WHICH INCLUDE: THE PREDOMINANT USE OF DROUGHT TOLERANT PLANT MATERIALS; THE PRACTICE OF HYDROZONING OR GROUPING PLANTS WITH SIMILAR WATER REQUIREMENTS TOGETHER; MINIMIZING TURF AREAS AND THE EFFICIENT APPLICATION OF WATER BY USING MATCH PRECIPITATION HEADS, DRIP LINE, SEPARATE VALVES FOR TURF AND GROUND COVER AREAS AND RAIN SHUT OFF DEVICES. THIS PROJECT WILL COMPLY WITH THE STATE WATER CONSERVATION ORDINANCE EFFECTIVE JANUARY 1, 2010.

COMPOSITE LANDSCAPE PLAN
SCALE: 1/8"=1'-0" 1

30x42

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LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

REGISTERED LANDSCAPE ARCHITECT
NANCY AUGUNAS LEVIN
Signature
01/31/23
Renewal Date
10/3/22
Date
STATE OF CALIFORNIA

CONSULTANT(S):

TGP
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Tel 818 797 5914 Web www.tgpinc.net

CLIENT:

DEVELOPER:

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4700 WILSHIRE BLVD.
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PROJECT:

3022 S Western

3022 S WESTERN AVE,
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

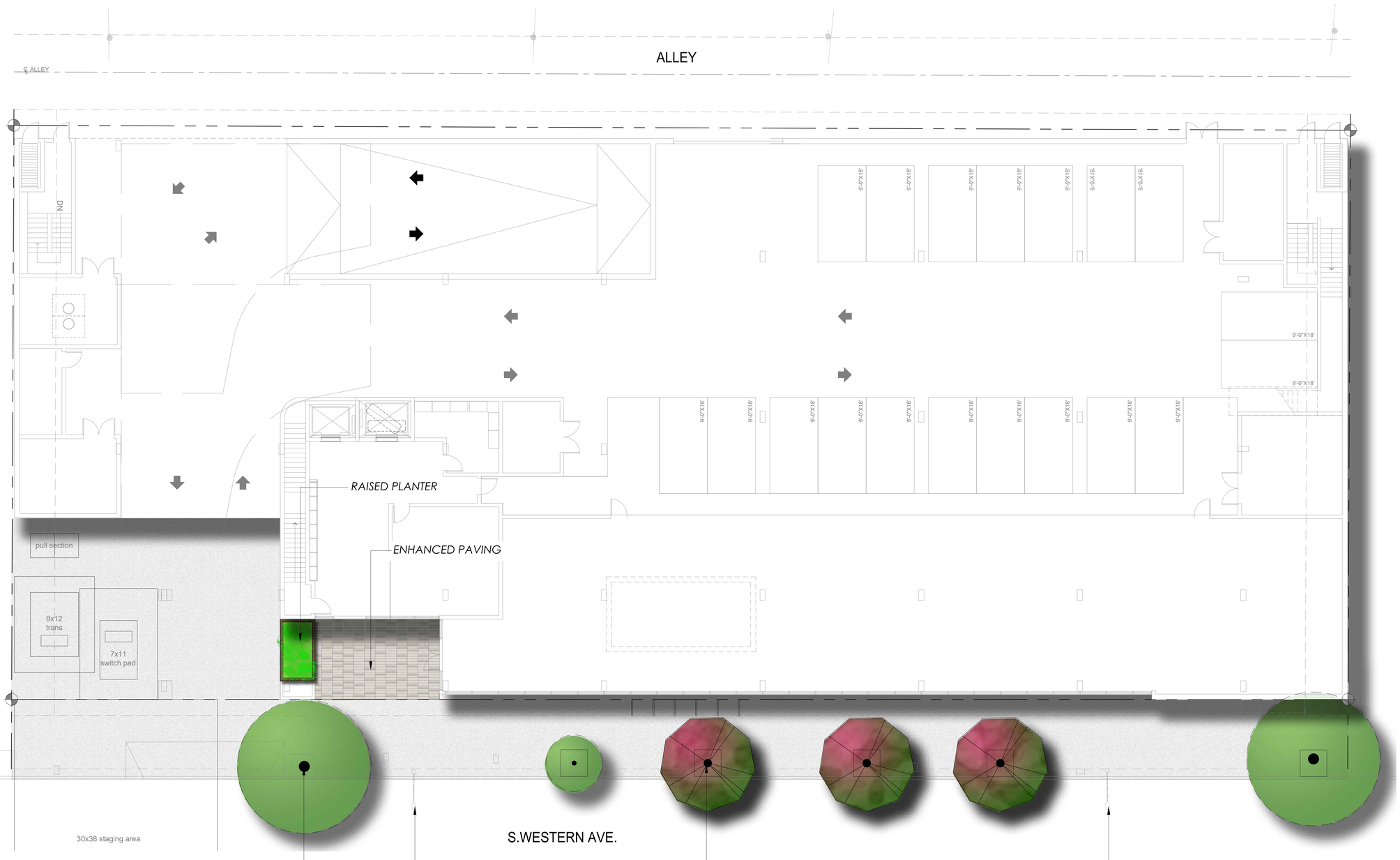
NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 19, 2022
SCALE:	1/8" = 1'-0"

ISSUE: PZA SET 08/19/2022

COMPOSITE LANDSCAPE PLAN

L1.0



SHRUB & GROUNDCOVER LEGEND

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE @ SPACING HT. X SPREAD	WUCOLS (LOS ANGELES)
	ANIGOZANTHOS 'BUSH DAWN' "YELLOW KANGAROO PAW"	5 GAL. @ 24" O.C. 4'–6" X 1'–2"	MED
	ARCTOSTAPHYLOS 'EMERALD CARPET' "CARPET MANZANITA"	5 GAL. @ 42" O.C. 1' X 3'–5'	LOW
	ARMERIA MARITIMA "THRIFT SEA PINK"	1 GAL. @ 12"O.C. 1'–2" X 1'–2'	MED
	CISTUS 'SUNSET' "MAGENTA ROCKROSE"	5 GAL. @ 30" O.C. 2'–3" X 6'–8'	LOW
	GREVILLEA NOELLI "NOEL'S GREVILLEA"	5 GAL. @ 36" O.C. 4–5" X 4–5'	LOW
	HEUCHERA 'WENDY' "WENDY CORAL BELLS"	1 GAL. @ 18" O.C. 1'–2" X 1'–2'	MED
	LANTANA 'SPREADING SUNSHINE' "SPREADING SUNSHINE LANTANA"	5 GAL. @ 36" O.C.	MED
	LAVANDULA STOECHAS 'OTTO QUAST' "SPANISH LAVENDER"	5 GAL. 2' X 2'–3 ½'	LOW
	MIMULUS 'JELLY BEAN DARK PINK' "JELLY BEAN DARK PINK MONKEYFLOWER"	5 GAL. @ 15" O.C. 1'–2" X 1'–2"	LOW
	MUHLENBERGIA CAPILLARIS 'REGAL MIST' "REGAL MIST PINK MUHLY"	5 GAL. @ 18" O.C.	MED
	NANDINA DOMESTICA 'HARBOR DWARF' "HARBOR DWARF HEAVENLY BAMBOO"	5 GAL. @ 24" O.C. 1'–2" X SPREADING	LOW
	PELARGONIUM 'BALCON LAVENDER' "IVY GERANIUM"	1 GAL. @ 12" O.C.	MED
	RHAPHIOLEPIS INDICA 'BALLERINA' "CLARA INDIAN HAWTHORN"	5 GAL. @ 30" O.C. 2' X 4'	LOW
	ROSMARINUS OFFICINALIS 'PROSTRATUS' "TRAILING ROSEMARY"	1 GAL. @ 30" O.C. 1–2" X 4–8'	LOW
	TEUCRIUM X LUCIDRYS "WALL GERMANDER"	5 GAL. @ 24" O.C. 1'–2" X 2'–3'	LOW

NO. OF NEW TREES PROVIDED = 3
(NEW STREET TREES @ 25' O.C.)

GROUND FLOOR LANDSCAPE PLAN
SCALE: 1/8"=1'-0" 1

30x42

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NANCY AUGUNAITIS LEVIN
Signature
01/31/23
Renewal Date
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Date
STATE OF CALIFORNIA

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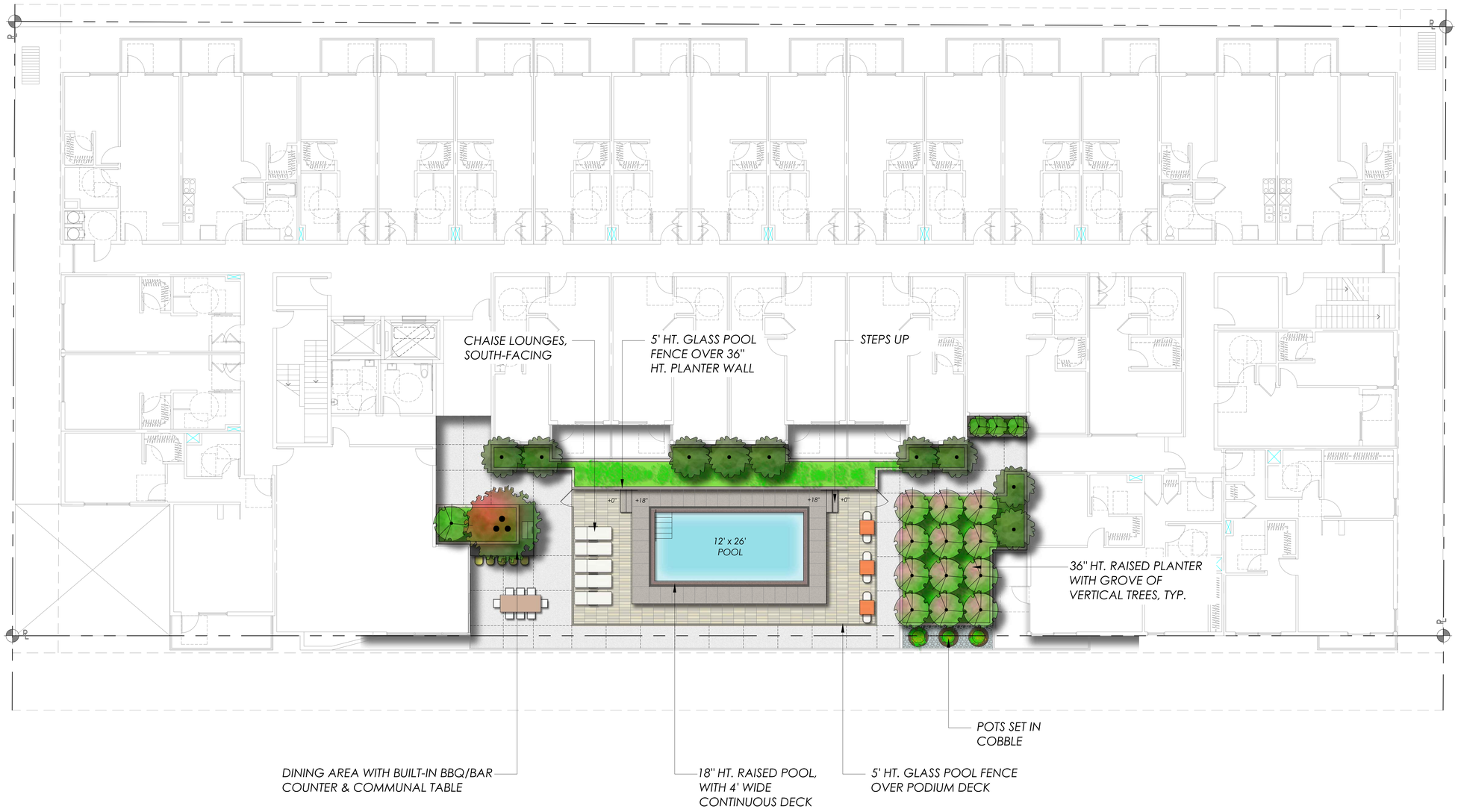
PROJECT DATE:	AUGUST 19, 2022
SCALE:	

ISSUE: PZA SET 08/19/2022

GROUND FLOOR LANDSCAPE PLAN

L2.0



SHRUB & GROUNDCOVER LEGEND

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE @ SPACING HT. X SPREAD	WUCOLS (LOS ANGELES)
	ANIGOZANTHOS 'BUSH DAWN' "YELLOW KANGAROO PAW"	5 GAL. @ 24" O.C. 4'–6' X 1'–2'	MED
	ARCTOSTAPHYLOS 'EMERALD CARPET' "CARPET MANZANITA"	5 GAL. @ 42" O.C. 1' X 3'–5'	LOW
	ARMERIA MARITIMA "THRIFT SEA PINK"	1 GAL. @ 12"O.C. 1'–2" X 1'–2'	MED
	CISTUS 'SUNSET' "MAGENTA ROCKROSE"	5 GAL. @ 30" O.C. 2'–3' X 6'–8'	LOW
	GREVILLEA NOELLI "NOEL'S GREVILLEA"	5 GAL. @ 36" O.C. 4–5" X 4–5'	LOW
	HEUCHERA 'WENDY' "WENDY CORAL BELLS"	1 GAL. @ 18" O.C. 1'–2" X 1'–2'	MED
	LANTANA 'SPREADING SUNSHINE' "SPREADING SUNSHINE LANTANA"	5 GAL. @ 36" O.C.	MED
	LAVANDULA STOECHAS 'OTTO QUAST' "SPANISH LAVENDER"	5 GAL. 2' X 2'–3 ½'	LOW
	MIMULUS 'JELLY BEAN DARK PINK' "JELLY BEAN DARK PINK MONKEYFLOWER"	5 GAL. @ 15" O.C. 1'–2" X 1'–2'	LOW
	MUHLENBERGIA CAPILLARIS 'REGAL MIST' "REGAL MIST PINK MUHLY"	5 GAL. @ 18" O.C.	MED
	NANDINA DOMESTICA 'HARBOR DWARF' "HARBOR DWARF HEAVENLY BAMBOO"	5 GAL. @ 24" O.C. 1'–2" X SPREADING	LOW
	PELARGONIUM 'BALCON LAVENDER' "IVY GERANIUM"	1 GAL. @ 12" O.C.	MED
	RHAPHIOLEPIS INDICA 'BALLERINA' "CLARA INDIAN HAWTHORN"	5 GAL. @ 30" O.C. 2' X 4'	LOW
	ROSMARINUS OFFICINALIS 'PROSTRATUS' "TRAILING ROSEMARY"	1 GAL. @ 30" O.C. 1–2' X 4–8'	LOW
	TEUCRIUM X LUCIDRYS "WALL GERMANDER"	5 GAL. @ 24" O.C. 1'–2' X 2'–3'	LOW

TREE LEGEND

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE HT. X SPREAD	WUCOLS (LOS ANGELES)
	ARBUTUS MARINA "STRAWBERRY TREE"	24" BOX 20'–30' X 20'–30'	LOW
	CERCIDIUM 'DESERT MUSEUM' "PALO VERDE"	24" BOX 15'–20' X 15'–20'	LOW
	OLEA EUROPAEA "OLIVE"	24" BOX 15'–25' X 15'–20'	LOW
	ARBUTUS UNEDO "STRAWBERRY TREE"	24" BOX 8'–35' X 8'–35'	LOW
	FEIJOA SELLOWIANA "PINEAPPLE GUAVA"	24" BOX 18'–25' X 18'–25'	LOW
	TRISTANIA CONFERTA "BRISBANE BOX"	24" BOX 30'–45' X 25'	MED
	LAURUS NOBILIS "SWEET BAY"	24" BOX 20–30' X 10–20'	LOW
	PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' "SILVER SHEEN KOHUHU"	24" BOX 15'–25' X 10'–15'	MED

NO. OF NEW TREES PROVIDED = 26

2ND FLOOR LANDSCAPE PLAN
SCALE: 1/8"=1'-0" 1

30x42

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LAS VEGAS

PROFESSIONAL STAMP(S):

REGISTERED LANDSCAPE ARCHITECT NANCI KAGUNAGA LEWIS STATE OF CALIFORNIA
Signature
01/31/23
Renewal Date
10/3/22
Date

CONSULTANT(S):

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Tel 818 797 5914 Web www.tgpinc.net

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LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 19, 2022
SCALE:	1/8" = 1'-0"

ISSUE: PZA SET 08/19/2022

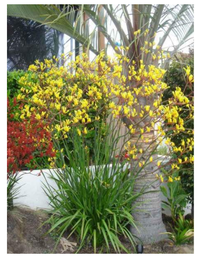
2ND FLOOR LANDSCAPE PLAN

L3.0

TREES

ARBUTUS 'MARINA' "MARINA STRAWBERRY TREE"	ARBUTUS UNEDO "STRAWBERRY TREE"	CERCIDIUM 'DESERT MUSEUM' "PALO VERDE"	FEIJOA SELLOWIANA "PINEAPPLE GUAVA"	LAURUS NOBILIS "SWEET BAY"	OLEA EUROPAEA "OLIVE"	PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN' "SILVER SHEEN KOHUHU"	TRISTANIA CONFERTA "BRISBANE BOX"

SHRUBS & GROUNDCOVERS

							
ANIGOZANTHOS 'BUSH DAWN' "YELLOW KANGAROO PAW"	ARCTOSTAPHYLOS 'EMERALD CARPET' "CARPET MANZANITA"	ARMERIA MARITIMA "THRIFT SEA PINK"	CISTUS 'SUNSET' "MAGENTA ROCKROSE"	GREVILLEA NOELLI "NOEL'S GREVILLEA"	HEUCHERA 'WENDY' "WENDY CORAL BELLS"	LANTANA 'SPREADING SUNSHINE' "SPREADING SUNSHINE LANTANA"	LAVANDULA STOECHAS 'OTTO QUAST' "SPANISH LAVENDER"

SHRUBS & GROUNDCOVERS

MIMULUS 'JELLY BEAN DARK PINK' "PINK MONKEY FLOWER"	MUHLENBERGIA CAPILLARIS 'REGAL MIST' "REGAL MIST PINK MUHLY"	NANDINA DOMESTICA 'HARBOR DWARF' "HARBOR DWARF HEAVENLY BAMBOO"	PELARGONIUM 'BALCON LAVENDER' "IVY GERANIUM"	RHAPHIOLEPIS INDICA 'BALLERINA' "BALLERINA INDIAN HAWTHORN"	ROSMARINUS OFFICINALIS 'PROSTRATUS' "PROSTATE ROSEMARY"	TEUCRIUM X LUCIDRYS "WALL GERMANDER"

30x42

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LAS VEGAS

PROFESSIONAL STAMP(S):

REGISTERED LANDSCAPE ARCHITECT — NANCY KAGUNAGA LYNCH — STATE OF CALIFORNIA
Signature
01/31/23
Renewal Date
10/3/22
Date

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ISSUE: PZA SET 08/19/2022

PLANT IMAGES

L4.0

Exhibit B – Maps, Site Photos, ZIMAS Profile Report

City of Los Angeles
Department of City Planning

6/29/2023
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
3022 S WESTERN AVE

ZIP CODES
90018

RECENT ACTIVITY
PAR-2022-7865-VHCA
PAR-2022-6317-AHRF

CASE NUMBERS
CPC-2022-8548-DB-CU-SPR-VHCA
CPC-2022-5432-ZC-CPIOA
CPC-2010-2278-GPA
CPC-2008-1552-CPU
CPC-2007-3827-ICO
CPC-2004-2391-ICO
CPC-1996-399-CPR
CPC-1990-346-CA
CPC-1986-603-GPC
CPC-1986-447-GPC
CPC-1983-506
CPC-12641
ORD-185927
ORD-185926-SA2041
ORD-180103
ORD-176589
ORD-173809-SA960
ORD-171682
ORD-171681
ORD-167121-SA1228
ORD-162128
ORD-121727
ENV-2022-8549-EAF
ENV-2010-2279-CE
ENV-2008-1781-EIR
ENV-2004-2409-CE-ICO
AFF-53456
AF-91-1578890-LT

Address/Legal Information	
PIN Number	120B193 538
Lot/Parcel Area (Calculated)	3,401.1 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID H7
Assessor Parcel No. (APN)	5053008004
Tract	CHA'S VICTOR HALL TRACT
Map Reference	M R 26-65
Block	22
Lot	FR 5
Arb (Lot Cut Reference)	2
Map Sheet	120B193
Jurisdictional Information	
Community Plan Area	South Los Angeles
Area Planning Commission	South Los Angeles
Neighborhood Council	Empowerment Congress North Area
Council District	CD 8 - Marqueece Harris-Dawson
Census Tract #	2221.00
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	C2-2D-O-CPIO
Zoning Information (ZI)	ZI-2374 State Enterprise Zone: Los Angeles
	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-2484 Community Plan Implementation Overlay: South Los Angeles
	ZI-1231 Specific Plan: South Los Angeles Alcohol Sales
	ZI-2452 Transit Priority Area in the City of Los Angeles
	ZI-2512 Housing Element Inventory of Sites
General Plan Land Use	Community Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	SOUTH LOS ANGELES ALCOHOL SALES
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	South Los Angeles
Subarea	TOD Low
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas	Yes
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Low
Transit Oriented Communities (TOC)	Tier 1
ED 1 Eligibility	Eligible Site
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5053008004
Ownership (Assessor)	
Owner1	3022 S WESTERN LA OWNER LP C/O C/O APRIL COCHRAN
Address	0 PO BOX 131237 CARLSBAD CA 92013
Ownership (Bureau of Engineering, Land Records)	
Owner	KOOK, HONG RUL & MYOUNG SOOK
Address	1323 4TH AVE LOS ANGELES CA 90019
APN Area (Co. Public Works)*	0.415 (ac)
Use Code	3300 - Industrial - Warehousing, Distribution, Storage - Warehousing, Distribution, Under 10,000 SF - One Story
Assessed Land Val.	$1,731,890
Assessed Improvement Val.	$466,507
Last Owner Change	05/20/2022
Last Sale Amount	$5,650,056
Tax Rate Area	312
Deed Ref No. (City Clerk)	833083
	548705,06
	5-553
	35647
	1311625
	1147248
Building 1	
Year Built	1990
Building Class	C5
Number of Units	1
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	9,000.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Rent Stabilization Ordinance (RSO)	No [APN: 5053008004]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Santa Monica Mountains Zone	No
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	2.87508696
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 5053008004]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	Yes
SB 166 Units	0.08 Units, Lower

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Housing Use within Prior 5 Years	Yes
Public Safety	
Police Information	
Bureau	South
Division / Station	Southwest
Reporting District	337
Fire Information	
Bureau	Central
Battallion	11
District / Fire Station	26
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2022-8548-DB-CU-SPR-VHCA
Required Action(s):	DB-DENSITY BONUS
	CU-CONDITIONAL USE
	SPR-SITE PLAN REVIEW
	VHCA-VESTING HOUSING CRISIS ACT
Project Descriptions(s):	DB, PURSUANT TO THE PROVISIONS OF SECTION 12.22 A.25 OF THE LAMC, TO ALLOW THE DEMO OF AN EXISTING STRUCTURE AND CONSTRUCTION AND MAINTENANCE OF A NEW 81,190 SF, 5-STORY MIXED USE BUILDING WITH 114 UNITS (14 VLI) REQUESTING INCREASE OF FAR TO PERMIT 2.81 IN LIEU OF 1.5, HEIGHT INCREASE TO 64'6'' IN LIEU OF 45', 46% OPEN SPACE REDUCTION TO 6,310 SF IN LIEU OF 11,675, 52% OF GROUND FLOOR OF THE PRIMARY FRONTAGE UTILIZED FOR ACTIVE FLOOR AREA IN LIEU OF 75%, VEHICULAR ACCESS PROVIDED FROM THE PRIMARY FRONTAGE; CU, PURSUANT TO THE PROVISIONS OF SECTION 12.24 U.26 OF THE LAMC, TO ALLOW DENSITY BONUS GREATER THAN 35%; SPP, PURSUANT TO THE PROVISIONS OF SECTION 16.05 FOR THE SITE PLAN REVIEW OF MORE THAN 50 UNITS.
Case Number:	CPC-2022-5432-ZC-CPIOA
Required Action(s):	ZC-ZONE CHANGE
	CPIOA-COMMUNITY PLAN IMPLEMENTATION OVERLAY ADJUSTMENT
Project Descriptions(s):	AMENDMENT TO THE SOUTH LOS ANGELES COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO)
Case Number:	CPC-2010-2278-GPA
Required Action(s):	GPA-GENERAL PLAN AMENDMENT
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
Case Number:	CPC-2008-1552-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	CPC-2007-3827-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	ESTABLISHMENT OF AN ICO TO TEMPORARILY PROHIBIT THE ISSUANCE OF ALL PERMITS RELATED TO THE ESTABLISHMENT OF NEW FAST-FOOD RESTAURANTS LOCATED IN WHOLE OR IN PART WITHIN THE PROPOSED ICO BOUNDARY.
Case Number:	CPC-2004-2391-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES
Case Number:	CPC-1996-399-CPR
Required Action(s):	CPR-COMMUNITY PLAN REVISION
Project Descriptions(s):	Data Not Available
Case Number:	CPC-1990-346-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AMENDMENT TO THE L.A.M.C. TO - DRAFT AN ORDINANCE TO PROHIBIT THE GRANTING OF A CONDITIONAL USE PERMIT FOR THE OFF-SITE SALE OF ALCOHOLIC BEVERAGES (LOURDES GREEN/KAREN HOO)\
Case Number:	CPC-1986-603-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	GENERAL PLAN/ZONING CONSISTENCY PROGRAM
Case Number:	CPC-1986-447-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	PLAN AND ZONE CONSISTENCY - SOUTH CENTRAL LOS ANGELES (HERB GLASCOW)
Case Number:	CPC-1983-506
Required Action(s):	Data Not Available
Project Descriptions(s):	SPECIFIC PLN ORD FOR INTERIM CONDITIONAL USE APPRVL FOR ESTABLISHMENTS FOR THE SALE OF ALCOHOL WHICH ARE GENERALLY LOCATED INTHE SOUTH CENTRAL AREA OF THE CITY
Case Number:	ENV-2022-8549-EAF
Required Action(s):	EAF-ENVIRONMENTAL ASSESSMENT

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Project Descriptions(s):	DB, PURSUANT TO THE PROVISIONS OF SECTION 12.22 A.25 OF THE LAMC, TO ALLOW THE DEMO OF AN EXISTING STRUCTURE AND CONSTRUCTION AND MAINTENANCE OF A NEW 81,190 SF, 5-STORY MIXED USE BUILDING WITH 114 UNITS (14 VLI) REQUESTING INCREASE OF FAR TO PERMIT 2.81 IN LIEU OF 1.5, HEIGHT INCREASE TO 64'6'' IN LIEU OF 45', 46% OPEN SPACE REDUCTION TO 6,310 SF IN LIEU OF 11,675, 52% OF GROUND FLOOR OF THE PRIMARY FRONTAGE UTILIZED FOR ACTIVE FLOOR AREA IN LIEU OF 75%, VEHICULAR ACCESS PROVIDED FROM THE PRIMARY FRONTAGE; CU, PURSUANT TO THE PROVISIONS OF SECTION 12.24 U.26 OF THE LAMC, TO ALLOW DENSITY BONUS GREATER THAN 35%; SPP, PURSUANT TO THE PROVISIONS OF SECTION 16.05 FOR THE SITE PLAN REVIEW OF MORE THAN 50 UNITS.
Case Number:	ENV-2010-2279-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
Case Number:	ENV-2008-1781-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	ENV-2004-2409-CE-ICO
Required Action(s):	CE-CATEGORICAL EXEMPTION ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES

DATA NOT AVAILABLE

CPC-12641
ORD-185927
ORD-185926-SA2041
ORD-180103
ORD-176589
ORD-173809-SA960
ORD-171682
ORD-171681
ORD-167121-SA1228
ORD-162128
ORD-121727
AFF-53456
AF-91-1578890-LT

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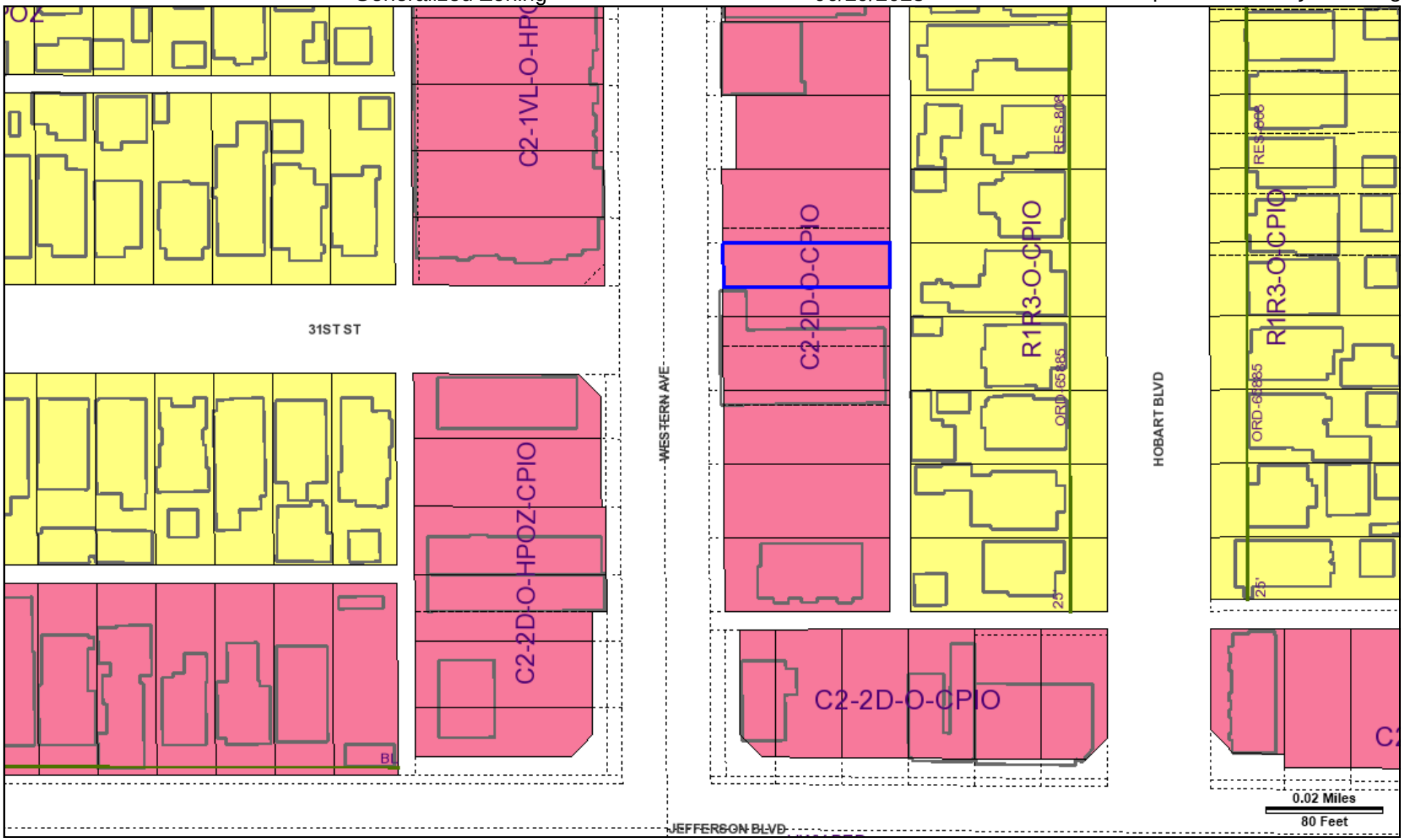
ZIMAS INTRANET

Generalized Zoning

06/29/2023

City of Los Angeles
Department of City Planning



Address: 3022 S WESTERN AVE
APN: 5053008004
PIN #: 120B193 538

Tract: CHA'S VICTOR HALL TRACT
Block: 22
Lot: FR 5
Arb: 2

Zoning: C2-2D-O-CPIO
General Plan: Community Commercial

N
W
E
S

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Commission Permit Area
- Dual Permit Jurisdiction Area
- Single Permit Jurisdiction Area
- Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Building Outlines 2020
- Building Outlines 2017
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Tract Map
- Parcel Map
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Wells

PENALTY OF PERJURY STATEMENT

I hereby certify that to the best of my knowledge the attached radius map correctly depicts the required data obtained from the records of the City Engineer, City Clerk, and/or the Los Angeles City Planning and where appropriate, the State Division of Highways.

I further hereby certify that to the best of my knowledge, and under the penalty of perjury, the attached ownership list correctly shows the latest current owner addresses on the City Engineer's land records as of the following date of preparation: **09 - 19 - 2022**. In certain circumstances, such as in annexation proceedings, where there may be no City Engineer records, the records of the County Assessor's Office may be accepted by the City Planning Commission.

The attached Ownership List is an: ■ Original Mailing List or ☐ Updated Mailing List

YVETTE CUELLAR
(Print of type)

Yvette Cuellar
(Signature)

I hereby certify that to the best of my knowledge and under penalty of perjury, the attached occupants list correctly indicates addresses of the required occupants that fall within the radius of the following date of preparation : **09 - 19 - 2022 .**

The attached Occupant List is an: ■ Original Mailing List or ☐ Updated Mailing List

YVETTE CUELLAR
(Print of type)

Yvette Cuellar
(Signature)

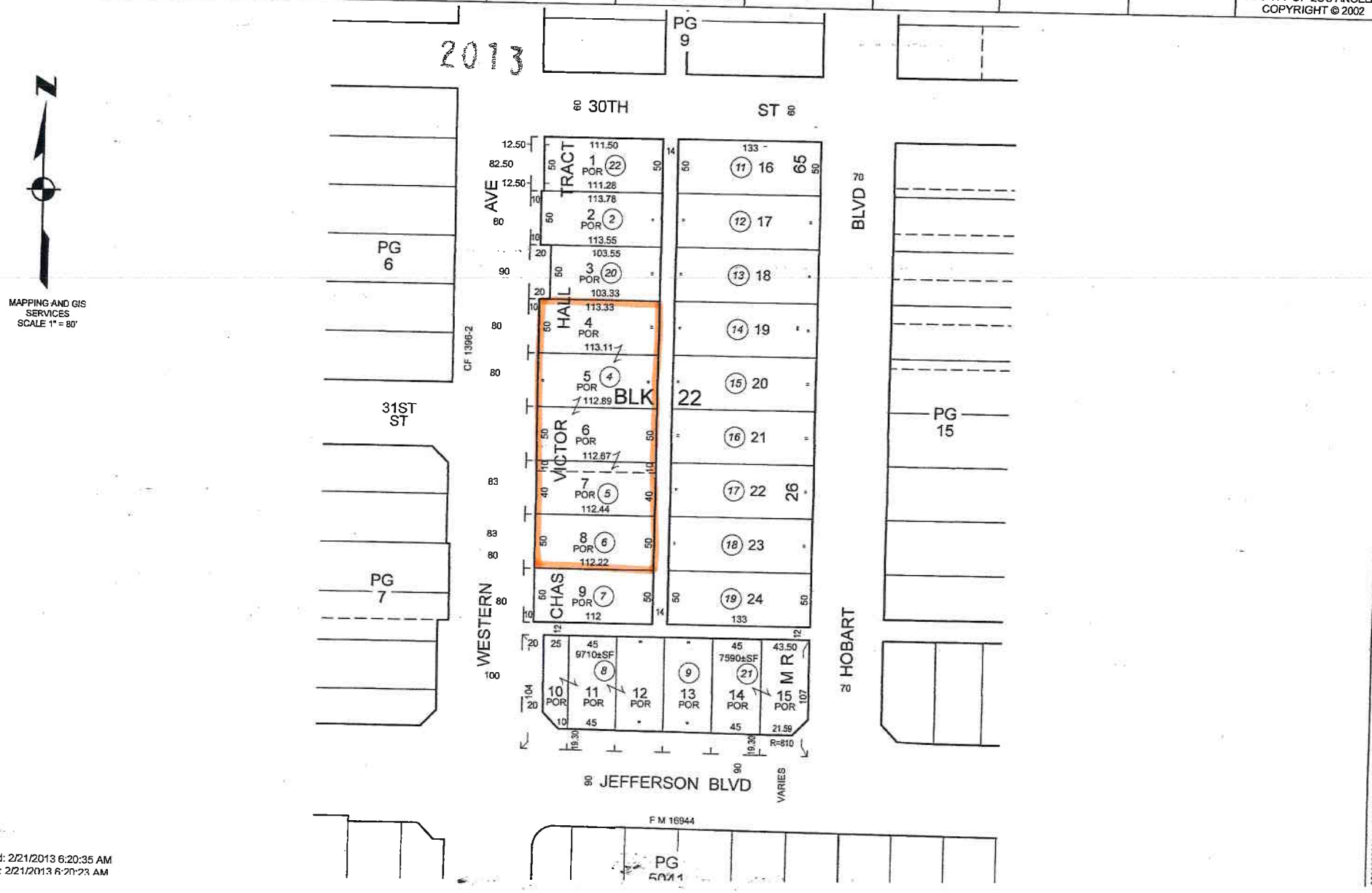
In certain instances, I may have been unable to verify all occupants, therefore the following indicates which occupants I was not able to identify. I understand that the Los Angeles City Planning will determine if reasonable attempts were made to secure these addresses from the information provided below.

Ownership #	Reason Unable to Verify *	Attempts Made to Verify **	Additional Information

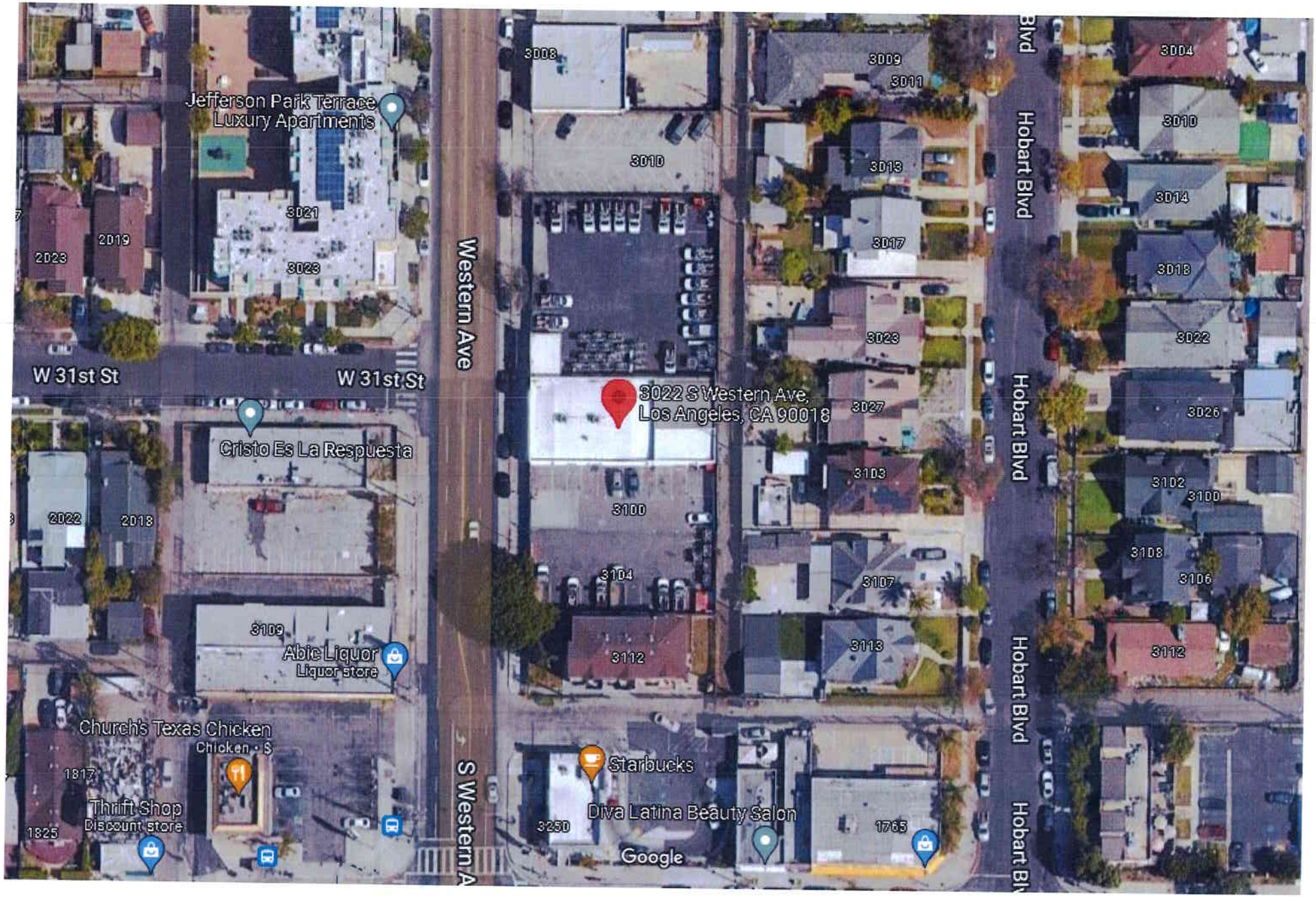
* **(1)** Secured Building
(2) Gated Yard
(3) Refused Access
(4) Other: Specify

** **(1)** Returned to building on three separate occasions
(2) Efforts to contact owner or manager without success
(3) Contact made with owner or manager, who refused to Provide the information
(4) Other: Specify

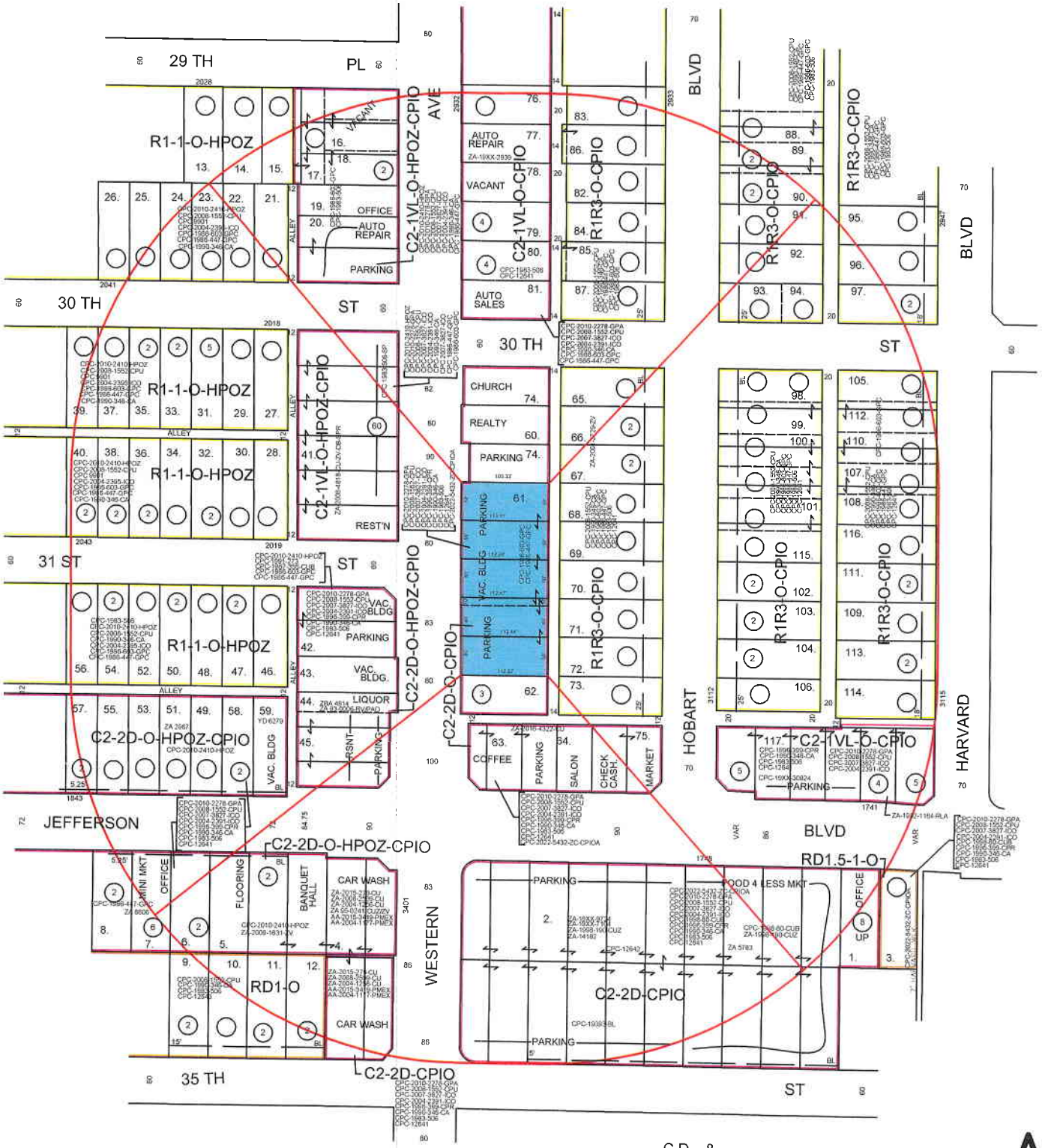
5053	8 SHEET	P. A. 5053-8	TRA 312	REVISED 700220 741021801	750630102 751117806 840306105-84	91100707001001-09 92041712035001-09 ED1307 2619 004 001-25			SEARCH NO		OFFICE OF THE ASSESSOR COUNTY OF LOS ANGELES COPYRIGHT © 2002



Google Maps 3022 S Western Ave



Imagery ©2022 CNES / Airbus, Maxar Technologies, U.S. Geological Survey, Map data ©2022 50 ft



C.D. 8
C.T. 2221.00
P.A. SOUTH LOS ANGELES
N.C. EMPOWERMENT CONGRESS NORTH AREA

N

NET AC.: 0.65

CONDITIONAL USE PERMIT, DENSITY BONUS & SITE PLAN REVIEW

RADIUS MAPS ETC

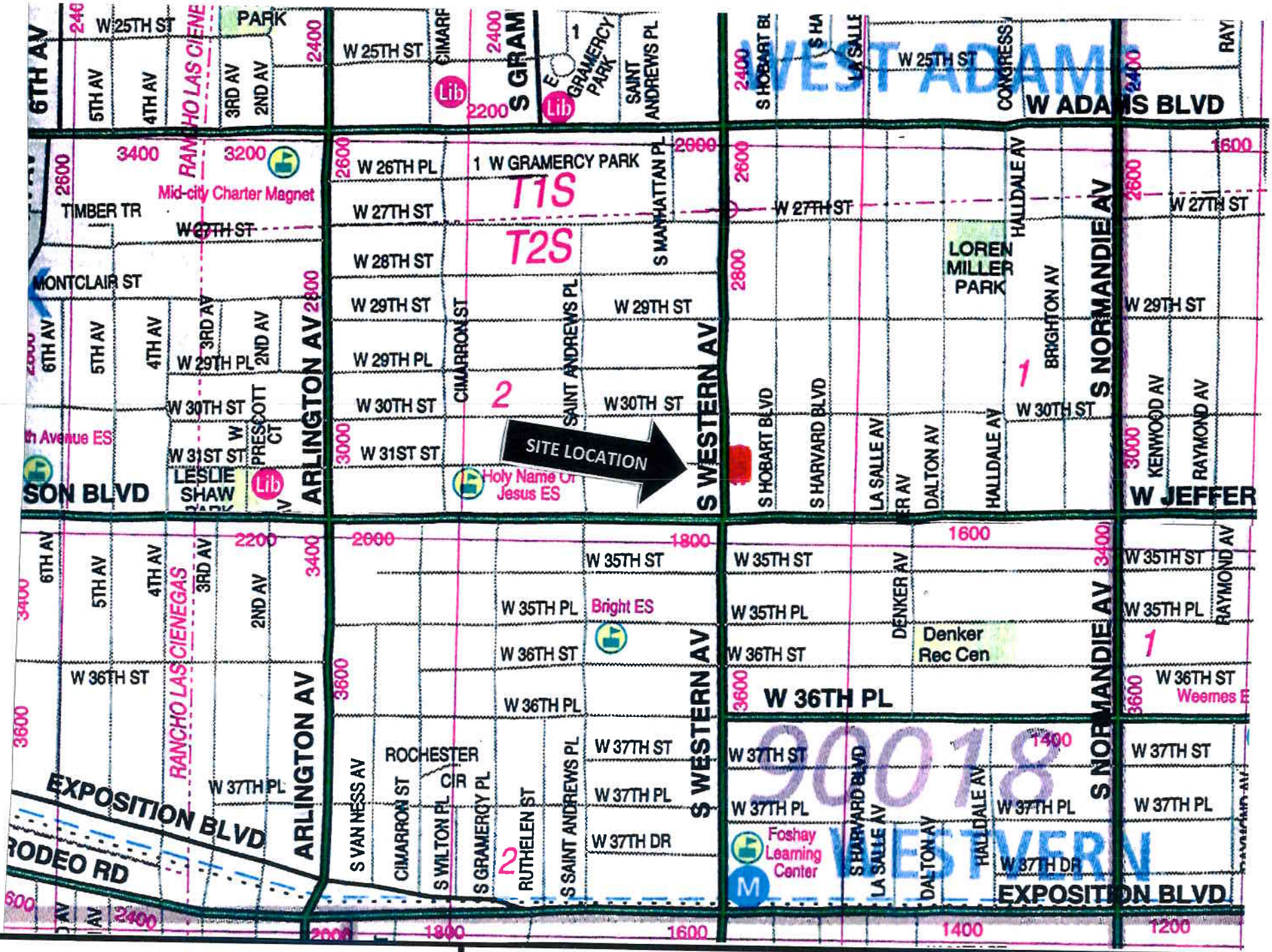
3544 PORTOLA AVENUE
LOS ANGELES CA 90032
OFF/FAX:(323) 221-4555
radiusmapsetc@yahoo.com

SITE LOCATION:
3022 S. WESTERN AVENUE
LOS ANGELES CA 90018

LEGAL DESCRIPTION:
LOT 8 AND (ARB 1,2) OF LOTS 4, 5, 6 AND 7, BLOCK 22, CHA'S VICTOR HALL TRACT, M.R. 26-65 (SEE APPLICATION)

CASE NO.

DATE: 09 - 19 - 2022
SCALE: 1" = 100'
USES FIELD
D.M. 120 B 193
T.B. PAGE: 633 GRID: H-7
A.P.N.: 5053-008-004,005,006



VICINITY MAP

SITE LOCATION:
3022 S. WESTERN AVENUE
LOS ANGELES, CA 90018

CASE NO:

T.B. PAGE: 633 GRID: H-7

N

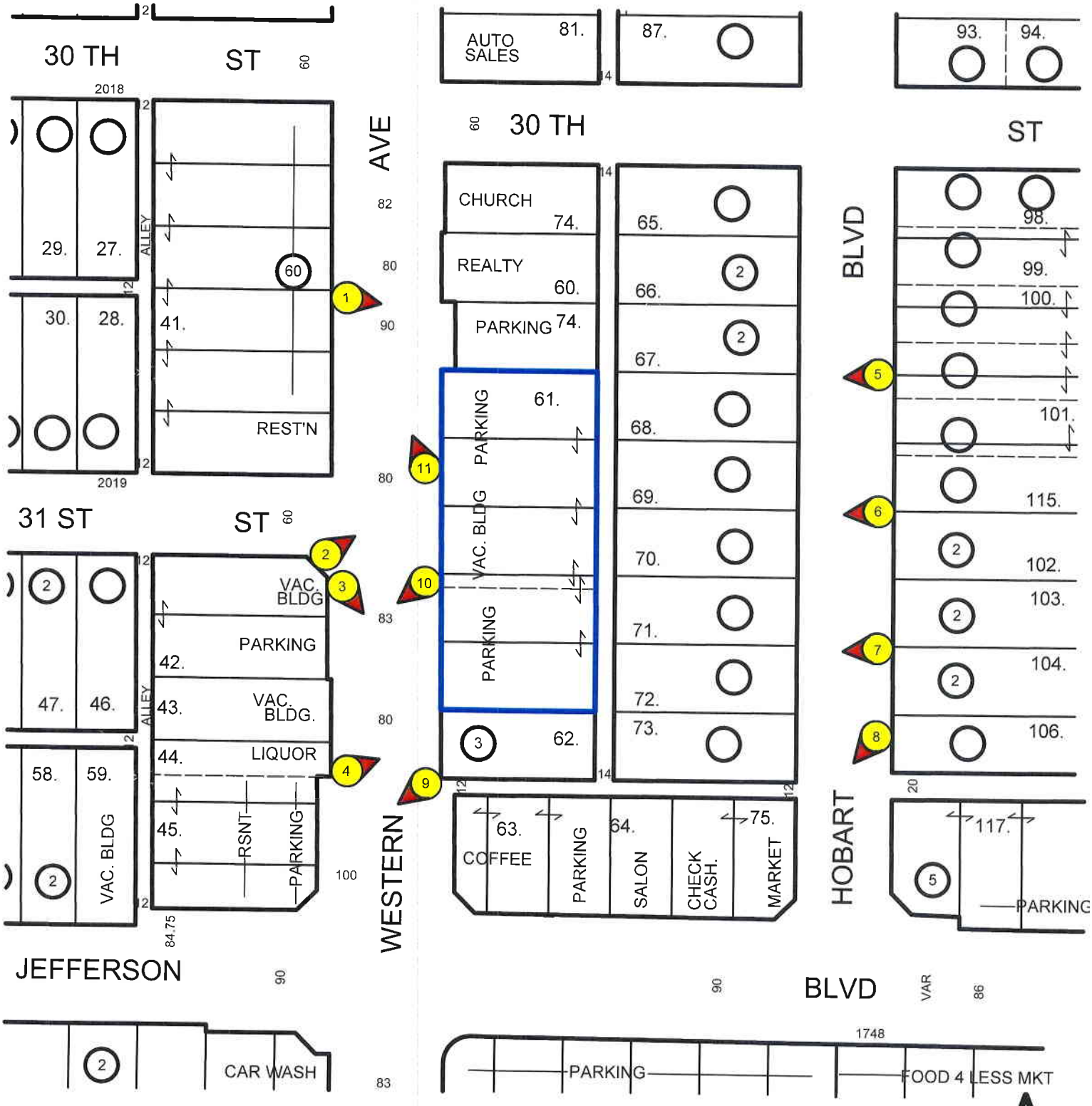


PHOTO BROCHURE

RADIUS MAPS ETC
3544 PORTOLA AVENUE
LOS ANGELES CA 90032
OFF/FAX (323) 221-4555
RADIUSMAPSETC@YAHOO.COM

SITE LOCATION:
3022 S. WESTERN AVENUE
LOS ANGELES CA 90018

CASE NO.

DATE: 09 - 19 - 2022
D.M.: 120 B 193
T.B. PAGE: 633 GRI: H-7
A.P.N.: 5053-008-004,005,006

1.

BIG NICKEL
REALTY
SELLERS & BUYERS WELCOME - INVESTMENT PROPERTIES
PRE FORECLOSURE PROPERTIES - PROPERTY MANAGEMENT
HOME INSPECTION & NOTARY SERVICES
730-3900

2.

ATTENTION

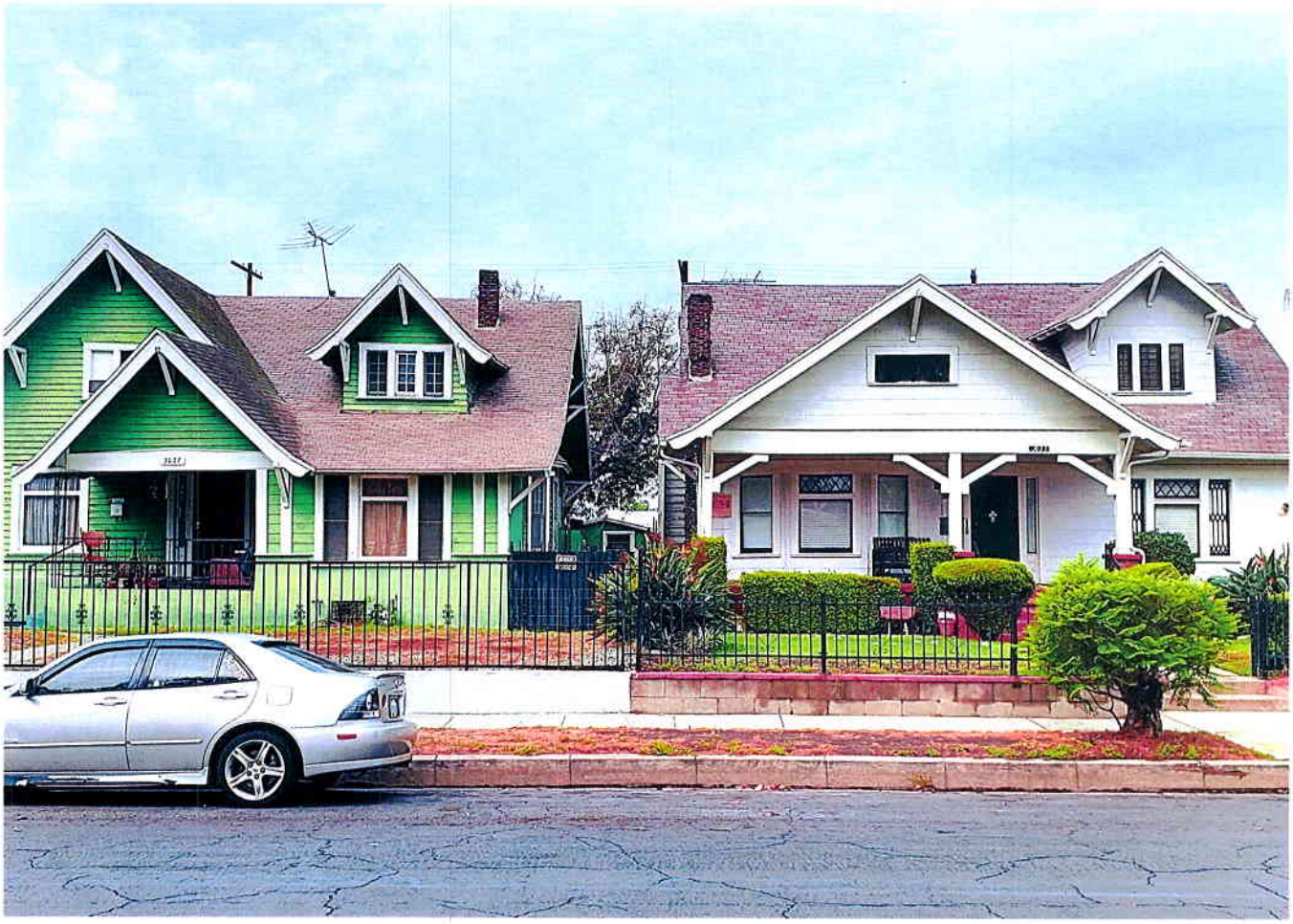
3.

· Traffic Control Services
· Equipment Sales & Rental
· Planning & Engineering
· Permits & Consulting
· Flagger Training & Certification
· 24 HR Emergency Response
800 763·3999
trafficmanagement.com
3022

4.

5.

6.



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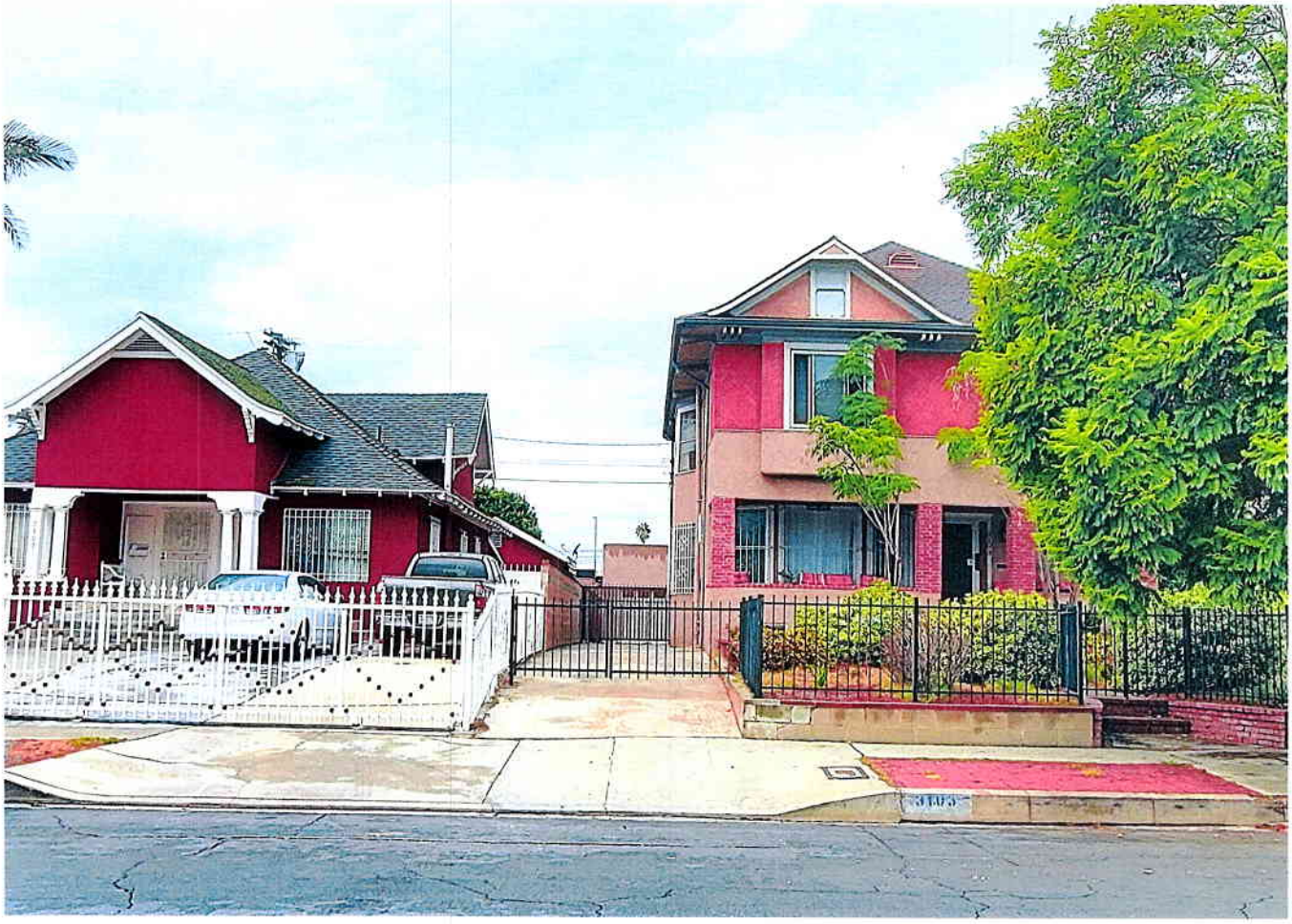

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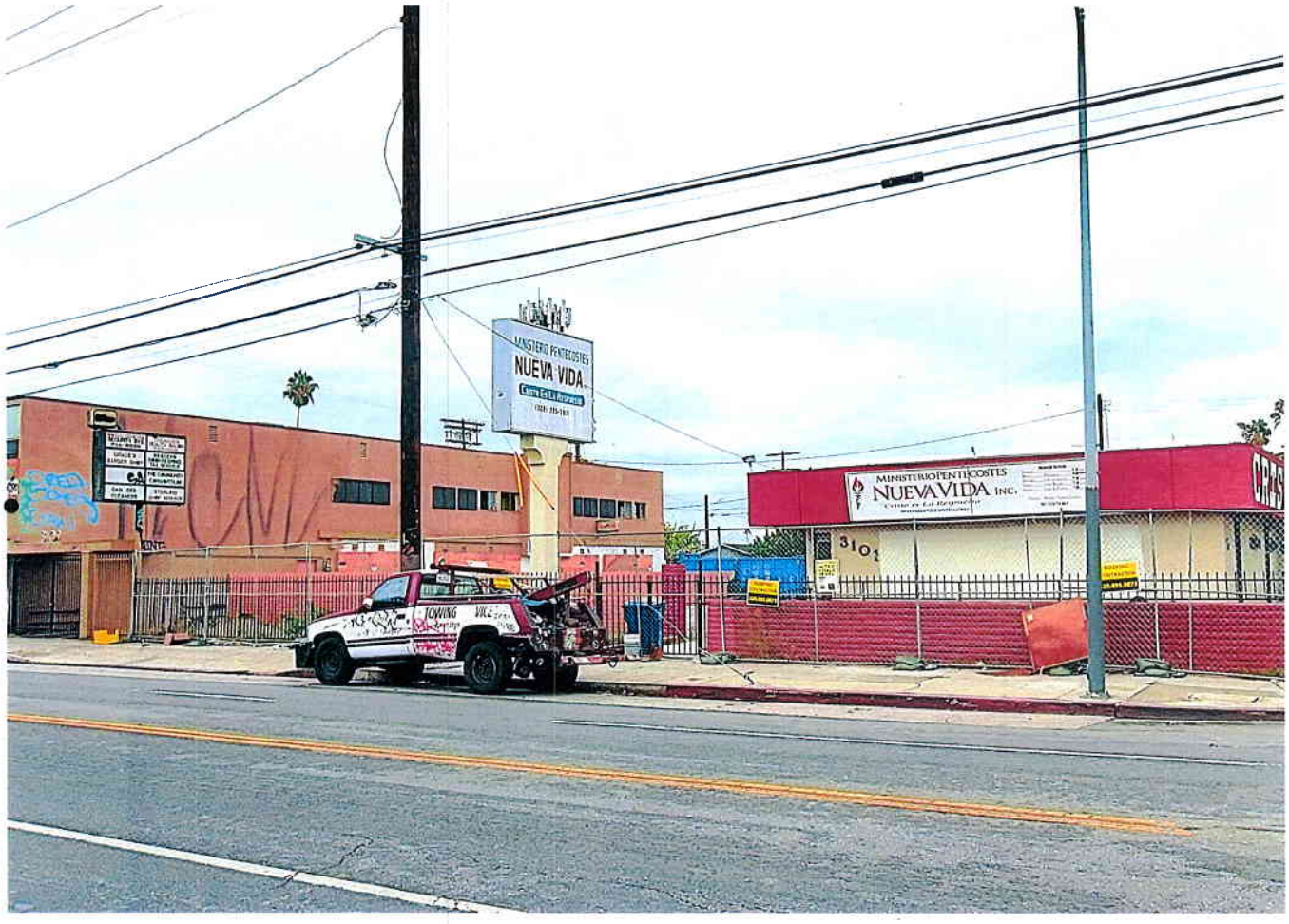
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NUEVA VIDA
MINISTERIO PENTECOSTES
NUEVA VIDA INC.
3101
TOWING

11.

Exhibit C – Agency Correspondence

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: March 13, 2023

To: Vincent Bertoni, Director
Department of City Planning
Attn: Sergio Ibarra (City Planner)

From: Bertram Moklebust for, Principal Civil Engineer
Permit Case Management Division
Bureau of Engineering

Subject: **Case Number CPC 2022-8548-DB-CU-SPR-VHCA (3018-3110 South Western Avenue)**

The following recommendations identify the infrastructure deficiencies adjacent to the above-referenced site. These recommendations are respectfully submitted for your consideration in the approval of a Density Bonus, Conditional Use Permit, Site Plan Review and Vesting Housing Crisis Act application:

1. Dedication Required:

   Western Avenue (Avenue II) – A 3-foot wide strip of land along the property frontage to complete a 43-foot wide half right-of-way in accordance with Avenue II Street standards of LA Mobility Plan 2035.

   Alley (East of Western Avenue) – A 3-foot strip of land along the property frontage to complete a 10-foot wide half alley right-of-way.

2. Improvements Required:

   Western Avenue – Repair and replace any broken, off-grade, damaged/cracked concrete sidewalk, curb and gutter and roadway pavement, and close all unused driveway with standard concrete sidewalk and standard curb height.

   Alley – Construct a 17-foot wide alley pavement, and repair and replace the longitudinal concrete gutter along the property frontage. These improvements should suitably transition to join the existing improvements satisfactory to the City Engineer B-Permit Group.

   Notes: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-5 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Street lighting improvements may be required satisfactory to the Bureau of Street Lighting (BSL). The applicant should contact BSL for further information 213-847-1551.

The Department of Transportation (LADOT) may have additional requirements for dedication and improvements. The applicant should contact LADOT for further information regarding traffic signals, signs, and equipment at 213-482-7024.

Regarding any conflicts with any power poles, the applicant should contact the Department of Water and Power at 213-367-2715.

Regarding any conflicts with fire hydrants, the applicant should contact the Fire Department Hydrants and Access Unit at 213-482-6543.

3. Roof drainage and surface run-off from the property shall be collected and treated at the site and drained to the streets through drain pipes constructed under the sidewalk through curb drains or connection to the catch basins.

4. Sewer lines exist in Western Avenue. Extension of the house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

5. An investigation may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Central District Office of the Bureau of Engineering.

6. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter of the Bureau of Engineering for review and approval prior to excavating adjacent to the public right-of-way.

7. Submit a parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

Any questions regarding this report may be directed to Quyen Phan of my staff via quyen.phan@lacity.org.

FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

DATE: April 3, 2023

TO: Vincent P.Bertoni, Director of Planning
Department of City Planning

Attn: Sergio Ibarra, City Planner
Department of City Planning

FROM: Rowena Lau, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

SUBJECT: **3022 S. WESTERN AVE - FILING NOTIFICATION AND DISTRIBUTION**

This is in response to your December 8, 2022 letter requesting a review of the proposed mixed-use project located at 3018-3110 S Western Ave, Los Angeles, CA 90018. The project will consist of residential apartments & commercial. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative capacity impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Proposed			
Residential: APT- Studio	75 GPD/ DU	56 DU	4,200
Residential: APT- 1 BDRM	110 GPD/ DU	47 DU	5,170
Residential: APT- 2 BDRM	150 GPD/ DU	11 DU	1,650
Restaurant	30 GPD/1 Seat	167 Seat	5,010
Total			**16,030 GPD**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Hobart Blvd Alley. The sewage from the existing 8-inch line feeds into a 20-inch line on

Jefferson Blvd before discharging into a 42-inch sewer line on Arlington Ave. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Hobart Blvd Alley	*	229,323 GPD
20	Jefferson Blvd.	62	2.05 MGD
20	Jefferson Blvd.	55	2.05 MGD
20	Jefferson Blvd.	52	2.05 MGD
20	Jefferson Blvd.	64	2.05 MGD
42	Arlington Ave.	40	6.75 MGD

* No gauging available

Based on estimated flows it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer lacks sufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at the time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

All sanitary wastewater ejectors and fire tank overflow ejectors shall be designed, operated, and maintained as separate systems. All sanitary wastewater ejectors with ejection rates greater than 25 GPM shall be reviewed and must be approved by LASAN WESD staff prior to other City plan check approvals. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480.

This response letter is not intended to address any potential utility conflicts associated with the wastewater or stormwater conveyance systems. Construction of any type near any wastewater or stormwater conveyance infrastructure in the public right of way, or in/near any conveyance easement must be evaluated separately.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Stormwater Program is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and

the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI, Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (also known as Low Impact Development [LID] Ordinance). Prior to issuance of grading or building permits, the applicant shall submit a LID Plan to the City of Los Angeles, Public Works, LA Sanitation, Stormwater Program for review and approval. The LID Plan shall be prepared consistent with the requirements of the Planning and Land Development Handbook for Low Impact Development.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the preliminary design phases of the project from plan-checking staff. Additional information regarding LID requirements can be found at: www.lacitysan.org or by visiting the stormwater public counter at 201 N. Figueroa, 2nd Fl, Suite 280.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local groundwater basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: https://eng2.lacity.org/techdocs/stdplans/index.htm

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 2nd Fl, Suite 280.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the

sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers a Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from the Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information, related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

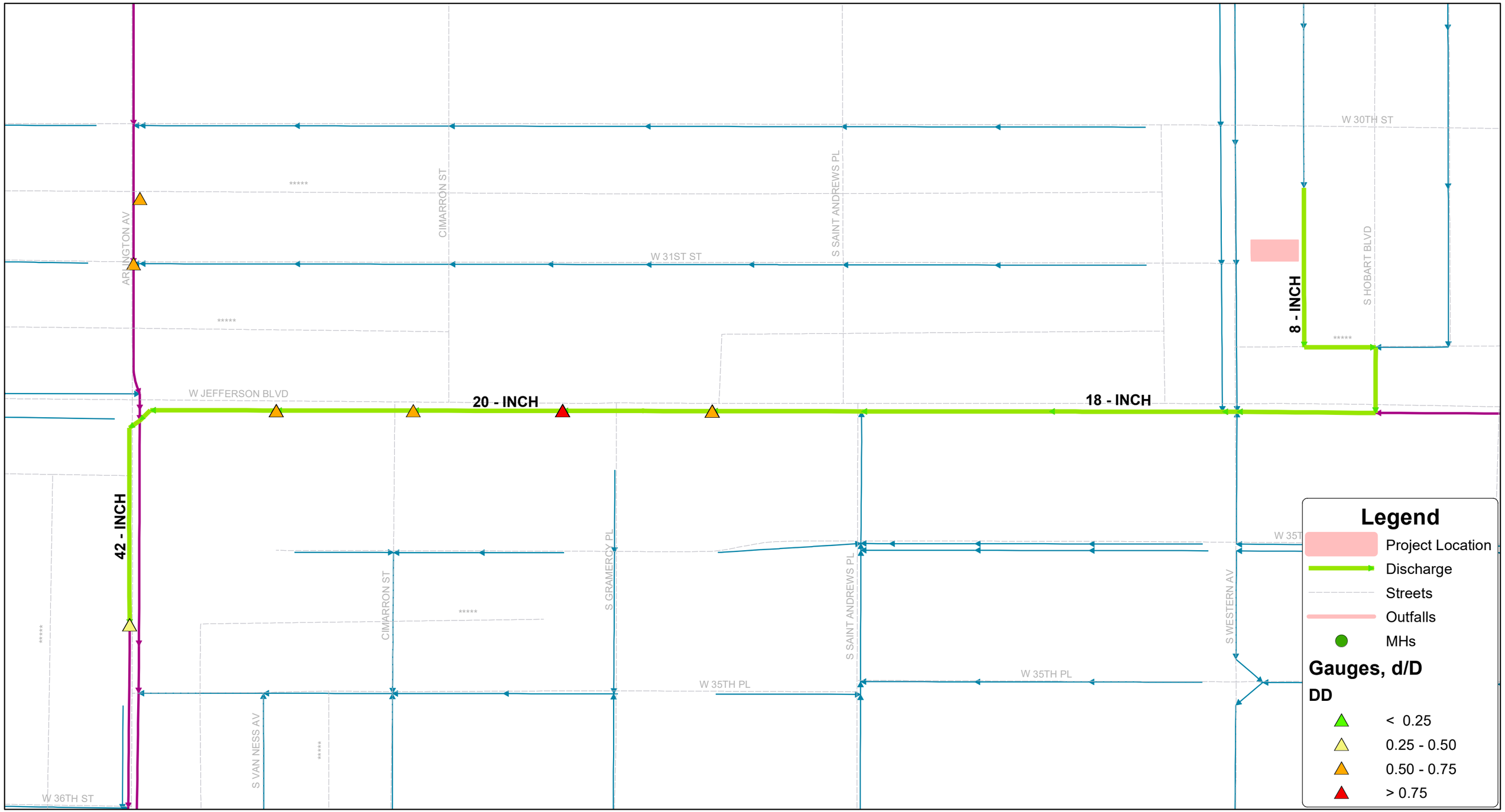
SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

RL/CD: sa

Attachment: Figure 1 - Sewer Map

c: Julie Allen, LASAN
Michael Scaduto, LASAN
Ryan Thiha, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 1
3022 S Western Ave
Sewer Map

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Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

DATE: May 16, 2023

TO: Connie Chauv, City Planner
Department of City Planning

FROM: Bryan Ramirez, Street Tree Superintendent I
Bureau of Street Services, Urban Forestry Division

SUBJECT: **CPC-2022-8548-DB – 3022 S. WESTERN AVE.**

In regard to your request for review of this case regarding Urban Forestry requirements, it is our recommendation that:

1. **STREET TREES**

a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.

b. When street dedications are required and to the extent possible, the project shall provide larger planting areas for existing street trees to allow for growth and planting of larger stature street trees. This includes and is not limited to parkway installation and/or enlargement of tree wells and parkways.

c. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The sub divider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

Note: Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.

BR:djm

Exhibit D – PVP Comments

3022 S Western – Responses to PVP Comments.

Pedestrian-First Design

Relocate all vehicular access from the alley, to improve Western frontage, preserve the street tree and reduce impacts to the pedestrian realm per CPIO.

A: The alley is currently substandard at 14'-0" wide to the north and 12'-0" wide to the south. Please refer to Traffic Analysis and DOT approval. The single street tree relocation is due to the approved DWP service location.

Reduce the size of the existing curb cut to minimum width allowed by LADOT

A: We are utilizing the existing curb cut. All offsite work will be coordinated with BOE.

Rethink the location of the short-term bicycle parking since it may reduce the accessible width of the sidewalk to less than 5' feet. Short-term bicycle parking can be located in the public right-of-way, between trees if there is space.

A: Feedback received. We will review with Architect and Landscape Architect.

360° Design

Contact LADWP to locate the transformer and switch on the alley side.

A: Transformer pad and switch pad locations were designed and approved by LADWP. Alley access was previously proposed, considered and ultimately rejected by service planning.

Consider adding more visual interest and using additional materials at the alley side.

A: There is a generous allocation of window openings on the east building elevation at the alley side. Additionally, a high percentage of unit have private balconies, which add depth and visual interest. We will continue exploring the use of coloring, stucco finishes and architectural accents.

At a previous iteration of the project design, the window treatment at the south part of the building's front facade, included a change of materials and plane, making it visually more interesting than flat stucco. Consider bringing this design element back.

A: The use of metal panels was reduced from prior iterations in part due to neighborhood feedback. We've continued to refine and develop the exterior design to ensure the final approved version is also economically feasible to build.

Consider using the podium-level side yards for landscaped patios.

A: Our building has mandatory side yard setback requirements. Due to the clearance needed for this setback, it is not possible to design railing and other improvements for side yard patios.

Rethink the pool podium design to make it safe and accessible. The raised pool deck with steps isn't ADA compliant, it will need a ramp for accessible path of travel (in addition to providing a lift into the pool).

A: The pool design is a deferred submittal. Final ADA requirements will be added and vetted through the required DBS and DAS review process.

Climate-Adapted Design

Provide a landscape plan that indicates the location, number, size and species for trees, shrubs and groundcover for every floor that includes landscaping. For more information, please see the Landscape Plan Instructions.

A: The full landscape package will reference and be in conformance with the final approved plan but be fully documented and submitted through the DBS plan check review.

Consider proposing landscaped parkways instead of tree wells for the proposed street trees on Western Ave to increase the project's landscaping and create a safe buffer for pedestrians.

A: Recommendations received and noted. All offsite improvement including type and size of planting is reviewed through Public Works and Urban Forestry Division during plan check review.

Is the parking level naturally ventilated?

A: The current design contemplates a suspended garage exhaust fan system. We will review with the engineering team the possibility of natural ventilation for the ground level parking area.

Clarify the project's LID-compliance strategy; consider adding LID planters along the alley side to give some interest and avoid graffiti at second level–as in spaces between patios where nothing is indicated.

A: The design team will finalize the LID calculations and design during plan check review.

Select native plant species and trees that provide year-long habitat and shade upon maturity.

A: Feedback received and will be further considered by the Landscape Architect. Please note that all street tree species are chosen by Urban Forestry Division.

Where you are installing trees and large shrubs above ground use the City's soil depth requirements

A: Yes. Soil depth requirements will be observed and documented during plan check review.

Exhibit E – EIR Technical Memorandum

LOS ANGELES
DEPARTMENT OF CITY
PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

TECHNICAL MEMORANDUM

3022 Western Project

Environmental Case: ENV-2022-8549-EAF and ENV-2008-1781-EIR

Project Location: 3018 - 3110 S. Western Avenue, Los Angeles, CA 90018

Community Plan Area: South Los Angeles

Council District: 8—Harris-Dawson

Project Description: The Project Site consists of six parcels (Assessor Parcel Nos. 5053-008-004, -005, and -006) located at 3018-3110 S. Western Avenue. The total area of the Project Site is approximately 28,273 square feet and the Project Site is currently developed with an approximately 5,967-square-foot warehouse building and surface parking lot, which would be removed as part of the Project. The Applicant proposes the development of a five-story mixed-use building with 114 dwelling units, including 14 units restricted for Very Low Income households, and 2,500 square feet of commercial uses, in a total of approximately 81,190 square feet. The floor area ratio of the Project would be approximately 2.87:1, and the Project's maximum height would be 64 feet, 6 inches. The Project will utilize State Density Bonus Law, which permits increases in density, floor area, height, reduced parking, and other development incentives and concessions and waivers for projects that provide a specified amount of affordable housing. By reserving 14 units for Very Low Income households, the Project would receive a 50 percent density increase, and therefore includes 38 additional units above the base density of 76 units. The Project would also include 62 vehicle parking spaces within the ground level and one subterranean level, as well as 94 bicycle parking spaces, including 84 long-term spaces and 10 short-term spaces. Finally, the Project would include approximately 6,310 square feet of indoor and outdoor open space, including balconies and a podium pool deck.

PREPARED FOR:	**PREPARED BY:**	**APPLICANT:**
The City of Los Angeles Department of City Planning	CAJA Environmental Services, LLC	3022 S. Western (LA) Owner, LP

April 2023

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TECHNICAL MEMORANDUM

1. Introduction

Project Title:	3022 Western Project
Environmental No.:	ENV-2022-8549-EAF and ENV-2008-1781-EIR
Project Location:	3018-3110 S. Western Avenue, Los Angeles, CA 90018 (Project Site or Site)
Lead Agency:	City of Los Angeles, Department of City Planning 200 N. Spring Street, Room 720/721, Los Angeles, CA 90012
Applicant:	3022 S. Western (LA) Owner, LP 4700 Wilshire Boulevard, Los Angeles, CA 90010
Prepared By:	CAJA Environmental Services, LLC 9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311

Pursuant to the California Environmental Quality Act (CEQA), a Final Environmental Impact Report (EIR) was prepared and certified for both the South Los Angeles and Southeast Los Angeles Community Plans, which is hereinafter referred to as the "Certified EIR." The Project Site is located within the South Los Angeles Community Plan Area, and therefore, this document focuses only on the South Los Angeles Community Plan portion of the Certified EIR. The Certified EIR's analysis of potential impacts in the Southeast Los Angeles Community Plan is not relevant to the analysis in this document because the Property is located entirely in the South Los Angeles Community Plan.

This document is a technical memorandum that has been prepared to evaluate potential project-specific environmental effects associated with the Proposed Project to be developed at the Project Site (described in detail in subsection 1.3, below) ("3022 Western Project" or "Project"). Specifically, this technical memorandum addresses CEQA Guidelines Section 15168(c), which sets forth criteria to use a program EIR for "later activities" within the scope of a program EIR.

1.1 South Los Angeles Community Plan Location

The South Los Angeles Community Plan Area is located approximately three miles southwest of Downtown Los Angeles with a total area of approximately 9,881 acres (approximately 15.4 square miles), inclusive of streets and other public rights-of-way. Approximately 7,272 acres of the Community Plan Area is developable land. South Los Angeles is characterized by diverse neighborhoods including Angelus Vista, Adams-Normandie, University Park, Exposition Park,

Vermont Square, Vermont-Slauson, Manchester Square, Vermont Knolls, Gramercy Park, and Vermont Vista. It is generally bounded by Pico Boulevard to the north, Figueroa Street and Broadway to the east, 120th Street to the south, and Arlington Avenue and Van Ness Avenue to the west. The South Los Angeles Community Plan Area is bordered by the Wilshire and Westlake Community Plan Areas to the north, the Harbor Gateway Community Plan Area and the County of Los Angeles community of West Athens-Westmont to the south, the West Adams-Baldwin Hills-Leimert Community Plan Area and City of Inglewood to the west, and the Southeast Los Angeles Community Plan Area to the east.

Figure 1-1 provides a regional location map of the Community Plan.

1.2 South Los Angeles Community Plan

The Community Plan includes updates to the Community Plan Text (policy document) consisting of goals and policies, and contains a vision statement for the Community Plan Area. The updated Community Plan includes a General Plan Land Use map and also concurrently adopts land use changes (officially called General Plan amendments) and zone change ordinances, as well as the South Los Angeles Community Plan Implementation Overlay (CPIO) District, which implements many of the goals and policies outlined in the Plan Text document. In addition, the Community Plan includes the South Los Angeles Design Guidelines, which will be an appendix to both the Community Plan and the CPIO. Lastly, the Community Plan includes street redesignations, General Plan map footnote and symbol updates, an update to the South Los Angeles Long Range Land Use Diagram in the Framework Element, and an amendment to the Greater Downtown Housing Incentive Area.

The Community Plan generally seeks to preserve low density, stable residential areas and encourage growth along transit corridors, consistent with Framework principles, and therefore the Community Plan would preserve existing single- or multi-family residential land use designations for most established residential neighborhoods. At the same time, land use designations in targeted commercial areas near transit stations and intersections of major bus routes were changed to allow for increased development potential and create opportunities for more jobs and housing near transit. Most industrial land use designations were preserved in the Community Plan Area, though some designations were changed to reflect as-built conditions or, in commercial areas adjacent to residential, to limit industrial uses to those that are more compatible. In addition, certain parcels in the Community Plan Area were updated to Public Facilities or Open Space to reflect new pocket parks and other public facilities.

The South Los Angeles CPIO District was also established as part of the Community Plan to implement the objectives, goals, and policies in the updates to the South Los Angeles Community Plan Text document. The CPIO allows for further refined zoning. The CPIO District consists of several subareas, which includes use restrictions and regulations that are used in combination with underlying zoning and height district regulations to further tailor development to achieve the vision of the Community Plan. The CPIO provides both development regulations and environmental standards (which are contained in Appendix A of the CPIO and which mirror the mitigation measures included in the Certified EIR) that seek to improve the economic and physical

condition of the Community Plan Area and are intended to reduce potential impacts caused by scale, height, bulk, setbacks and appearance that may be traditionally associated with poorly designed development projects.

The primary objectives for the Community Plan are as follows:

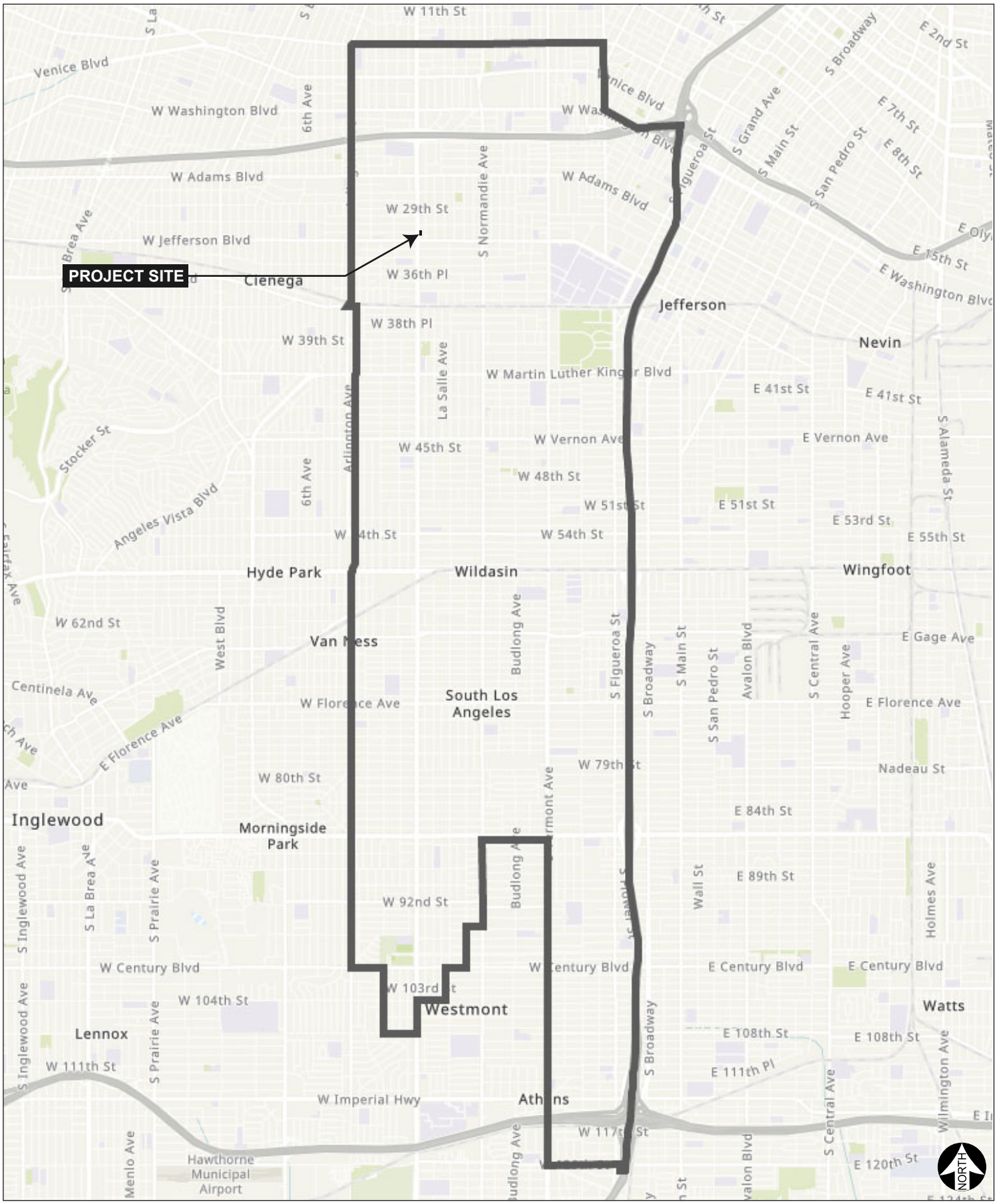
- Accommodate projected population, housing, and employment consistent with the growth strategies of the Framework Element, including by locating growth in transit centers and corridors, encouraging a jobs/housing balance near transit centers, and preserving existing residential neighborhoods.
- Provide housing for all income levels, especially low-income households. Discourage the displacement of existing residents and communities.
- Adopt a plan that is consistent with policies and objectives of Senate Bill (SB) 375 and the policies of the Sustainable Communities Strategies.
- Revitalize existing commercial corridors.
- Reduce residential/industrial land use conflicts.
- Promote a vibrant economy, including by addressing over-concentrated uses and incentivizing targeted uses, and preserving industrial land for employment.
- Improve the function and design of residential, commercial, and industrial areas.

The secondary objectives for the Community Plan are as follows:

- Increase public health by: encouraging a built environment that promotes an active lifestyle; increasing the number of healthy food outlets; providing greater access to quality health care services; and minimizing exposure to pollutants and noxious uses.
- Foster an environmentally sustainable City by promoting green building practices.
- Conserve the existing scale and character of residential neighborhoods.
- Identify and protect historic resources.
- Update land use and zoning to create consistency and remove outdated language, as well as reduce complex, contradictory and unnecessary regulatory conditions.

With the adoption and implementation of the Community Plan, new housing and employment opportunities were created mostly in commercial areas and around transit stations, in accordance with the Framework Element's policy to focus growth in higher-intensity commercial centers close to transportation and services. The Community Plan establishes policies for the protection of residential neighborhoods. Most residential neighborhoods in the Community Plan Area, including

established single-family neighborhoods, are not expected to change significantly due to the updates. The character of existing single-family and lower-density neighborhoods would be preserved by maintaining lower density land use designations, limiting the allowed residential density of some neighborhood commercial areas, and establishing design guidelines. New development capacity is directed towards transit-oriented areas and commercial corridors, and away from existing residential neighborhoods. The commercial areas of the Community Plan Area support new development that accommodates a variety of uses and encourages pedestrian activity, creating focal points and activity centers for surrounding neighborhoods. Established industrial areas are generally preserved for future industrial use and would continue to serve as a valuable source of employment and revenue to the Community Plan Area.



Legend

South Los Angeles Community Plan Boundary

Source: County of Los Angeles, Esri, HERE, Garmin, USGS, Bureau of Land Management, EPA, NPS.

Figure 1-1
Regional Location of Community Plan

1.3 Project Description

1.3.1 Project Setting

The Project Site consists of six parcels (commonly referred to as 3018 to 3110 S. Western Avenue and Assessor Parcel Nos. 5053-008-004, -005, and -006) located within the South Los Angeles Community Plan Area of the City of Los Angeles. The total area of the Project Site is approximately 28,273 square feet and the Project Site is currently developed with an approximately 5,967-square-foot warehouse building and surface parking lot. The Project Site is zoned C2-2D-O-CPIO, with a land use designation of Community Commercial. The Project Site is generally bound by Western Avenue to the west, a north-south alley to the east, a parking lot to the north, and a multi-family residential building to the south. Figure 1-2 provides a regional location map of the Project Site and Figure 1-3 provides an aerial view of the Project Site.

1.3.2 Project Description

The Applicant proposes the development of a five-story mixed-use building with 114 dwelling units, including 14 units restricted for Very Low Income households, and 2,500 square feet of commercial uses,[1] with a total of approximately 81,190 square feet of floor area. The proposed building would include four stories of residential apartments over one level of commercial space and parking, and one level of below grade parking. The Project's residential units would be oriented around a large central courtyard, providing natural light and fresh air to the interior of the building. The floor area ratio (FAR) of the Project would be approximately 2.87:1, and the Project's maximum height would be 64 feet, 6 inches. The Project would include 62 vehicle parking spaces within the ground level and one subterranean level. The Project would also provide a total of 94 bicycle parking spaces, including 84 long-term spaces and 10 short-term spaces. The 3022 Western Project would also include approximately 6,310 square feet of indoor and outdoor open space, including balconies and a podium pool deck. These spaces would provide a variety of opportunities for shared experiences, recreation, or relaxation.

The 3022 Western Project has been designed with a pedestrian-oriented ground floor with entrances to the commercial space and residential lobby from the sidewalk, with the use of a substantial amount of transparent glazing, providing views into the commercial space, recreation room, and residential lobby, as well as a rich combination of materials, textures, colors, and dramatic lighting elements. The primary upper building section is broken up into two distinct massing sections, separated by the open pool deck courtyard area. The 3022 Western Project creates further visual interest through the use of vertically stacked balconies with glass railings and metal detailing for the residential levels, and through the use of a variety of materials, making for an elegant and unified façade presentation.

[1] To present a conservative estimate of impacts, the analysis contained in this technical memorandum analyzes the 2,500 square feet of commercial uses as restaurant uses.

The Project Site is currently developed with an approximately 5,967-square-foot warehouse building and surface parking lot, which would be demolished as part of the 3022 Western Project. The 3022 Western Project would remove one street tree, which is not protected, and which would be replaced in accordance with the existing tree replacement requirements of the City's Division of Urban Forestry. However, this environmental analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with Los Angeles Municipal Code (LAMC) Sections 62.169 and 62.170 and their applicable findings.

The Project will utilize the State Density Bonus Law, which permits increases in density, floor area, height, reduced parking, and other development incentives and concessions and waivers of development standards for projects that provide a specified amount of affordable housing. By reserving 14 units for Very Low Income households (18 percent of the base density), the 3022 Western Project would receive a 50 percent density increase, and therefore includes 38 additional units above the base density of 76 units.[2]

Figures 1-4 through 1-17 provide the Project plans, elevations, sections, and landscape plan for the 3022 Western Project, while Figure 1-28 provides a rendering of the 3022 Western Project.

Access

Currently there are three existing driveways from Western Avenue to the Project Site on the west boundary of the Site. There is a substandard north-south alley along the east boundary of the Project Site that extends south from W. 30th Street to an east-west alley approximately 90 feet north of Jefferson Boulevard. These alleys are currently gated and closed. The north-south alley is gated at W. 30th Street to the north and at the east-west alley to the south. The east-west alley is closed immediately east of the existing coffee house with drive through and at Hobart Boulevard. Neither alley is currently available to access the Project Site. The 3022 Western Project proposes one driveway from Western Avenue restricted to right turns only with a breezeway to the north-south alley. The breezeway would provide access to the ground floor parking and driveway to the subterranean level. The Project proposes to reopen the north-south alley for vehicular access to the Project Site to provide reduced Project traffic to/from South Western Avenue. After Project dedication and improvements, the north-south alley would be expanded from the current 14 feet in width to 17 feet along the 3022 Western Project frontage. The remaining portion of the alley, however, would remain substandard.

Bicycle and pedestrian access to the Project Site would be provided on Western Avenue separately from vehicular access. The 3022 Western Project would also improve pedestrian facilities along Western Avenue with the replacement of broken sidewalks and curb/gutter.

[2] Pursuant to LAMC Section 12.24.W.26, projects that provide 18 percent Very Low Income units qualify for a 52.5 percent increase in allowable density, permitting a maximum of 116 dwelling units. However, the 3022 Western Project only proposes 114 dwelling units (50 percent increase in density).

Sustainability Features

The Project would comply with the Los Angeles Green Building Code (LAGBC), which is based on the 2022 California Green Building Standards Code (CalGreen) (Part 11 of Title 24, California Code of Regulations).

Construction

Construction of the 3022 Western Project is anticipated to last approximately 25 months, with the Project becoming operational in 2026. Table 1.3-1, below, provides the construction schedule.

Table 1.3-1
Estimated 3022 Western Project Construction Schedule

Phase	Duration
Demolition	Month 1
Grading	Months 2-3
Trenching and Utilities	Months 2-3
Building Construction	Months 4-25
Architectural Coatings	Months 23-25
Source: Project Applicant, 2022.	

1.3.3 Related Projects

The transportation assessment prepared for the 3022 Western Project (included as Appendix H-1 to this technical memorandum) identifies the following related projects:

- Related Project #1: 1982 W. Adams Boulevard, 22,000 square feet of office and 10,000 square feet of retail.
- Related Project #2: 1999 W. Adams Boulevard, 75,000 square feet of office.
- Related Project #3: 2645 S. Western Avenue, 77 hotel rooms.
- Related Project #4: 2925 S. Western Avenue, 18 apartments.
- Related Project #5: 3101 S. Western Avenue, 40 residential units and 2,050 square feet of commercial.

1.3.4 Discretionary and Ministerial Actions and Approvals for the Project

1. Site Plan Review, pursuant to LAMC Section 16.05.
2. A Conditional Use Permit (CUP), pursuant to LAMC Section 12.24 U.26, to permit a 50 percent Density Bonus Increase.
3. The following Density Bonus Incentives, pursuant to LAMC Section 12.22 A.25:

a. An off-menu incentive to permit 6,310 square feet of open space in lieu of 11,675 square feet otherwise required by LAMC Section 12.21.G, representing a 46 percent reduction.

b. An off-menu incentive to permit 52 percent of the ground floor of the primary frontage to be utilized for active floor area, in lieu of 75 percent as otherwise required by CPIO Section III-3.D.4.

c. An off-menu incentive to permit vehicular access to be provided from the primary frontage in lieu of vehicular access only from the alley, as otherwise required by CPIO Section III-3.E.7.

4. The following Waivers of Development Standards, pursuant to Government Code Section 65915(e):

d. Waiver of Development Standard to permit a height of five stories and 64 feet, six inches to the top of the parapet, in lieu of three stories and 45 feet, as otherwise permitted by CPIO Section III-3.A.2.

e. Waiver of Development Standard to permit a 2.87:1 FAR in lieu of 1.5:1, as otherwise permitted by CPIO Section III-3.B.2.

5. Construction permits, including demolition, building, grading, excavation, foundation, temporary street closure, and associated permits.

6. Other discretionary and ministerial permits and approvals that may be deemed necessary.

Legend

Project Site

Source: Google Maps 2023.

Figure 1-2
Regional Location Map

Legend

Project Site

Source: Google Maps 2023.

Figure 1-3
Aerial Map

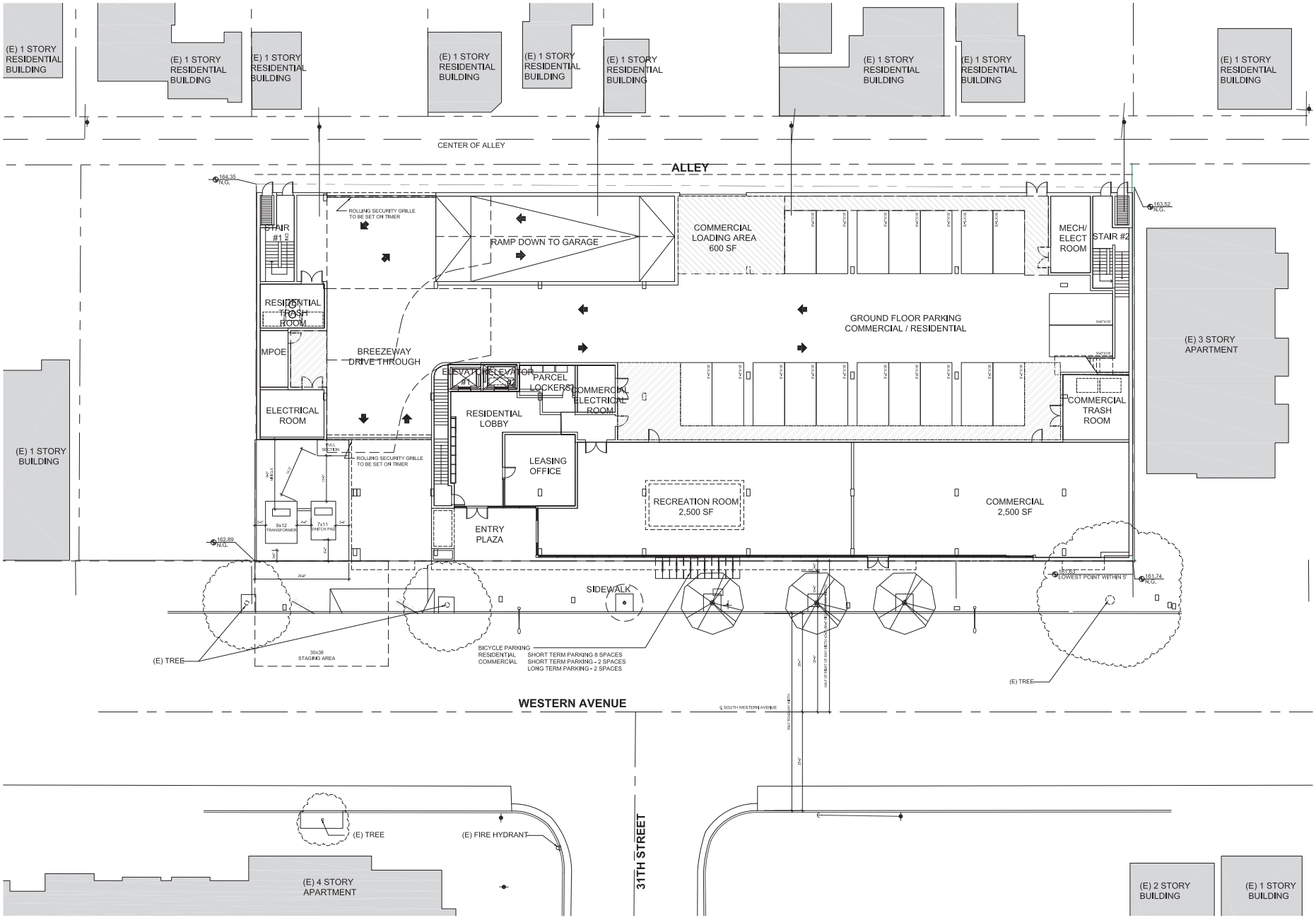
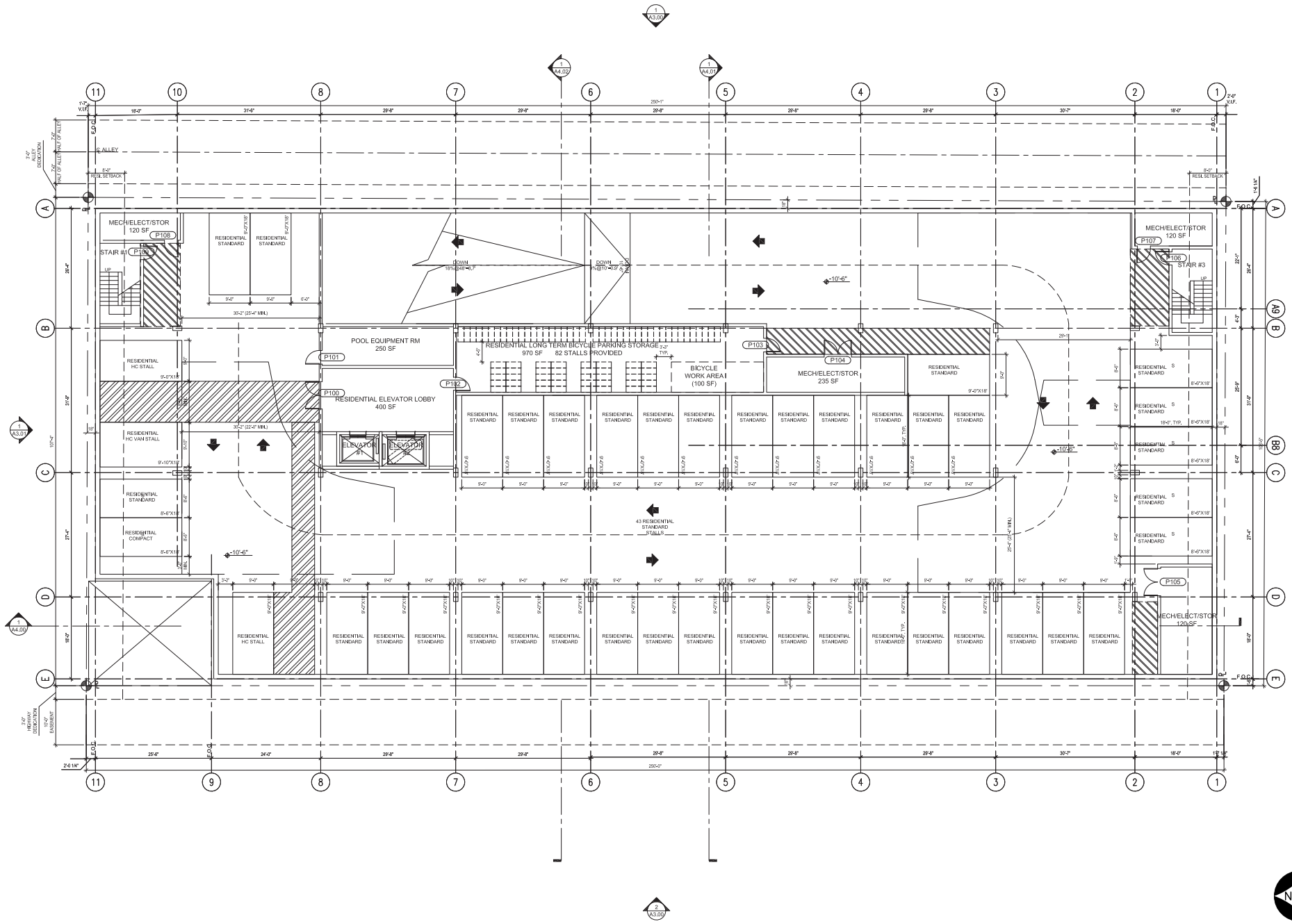


Figure 1-4
Site Plan

Source: Nadel, 2022.



Source: Nadel, 2022.

Figure 1-5
P1 Garage Plan

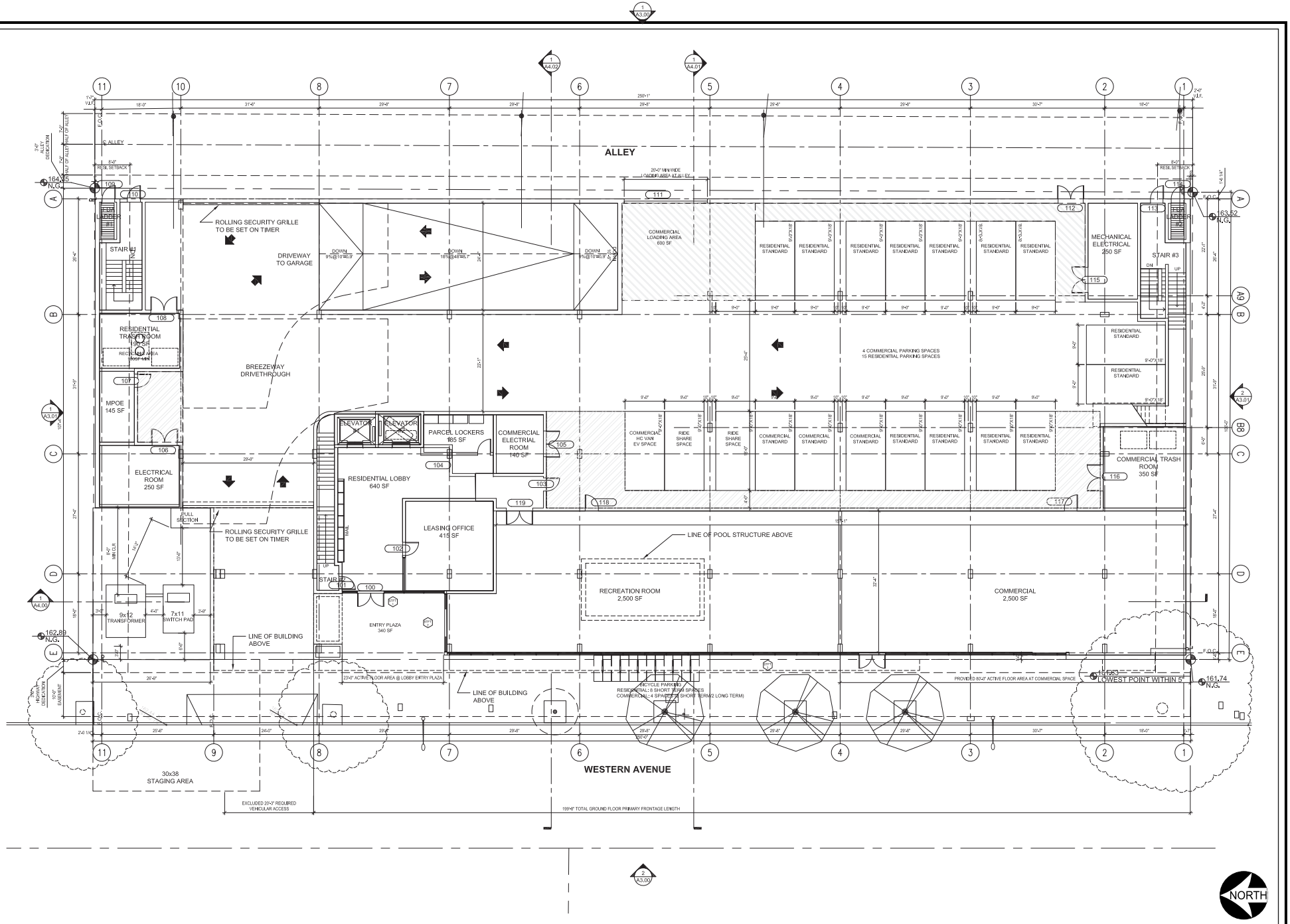


Figure 1-6
Ground Floor Plan

Source: Nadel, 2022.

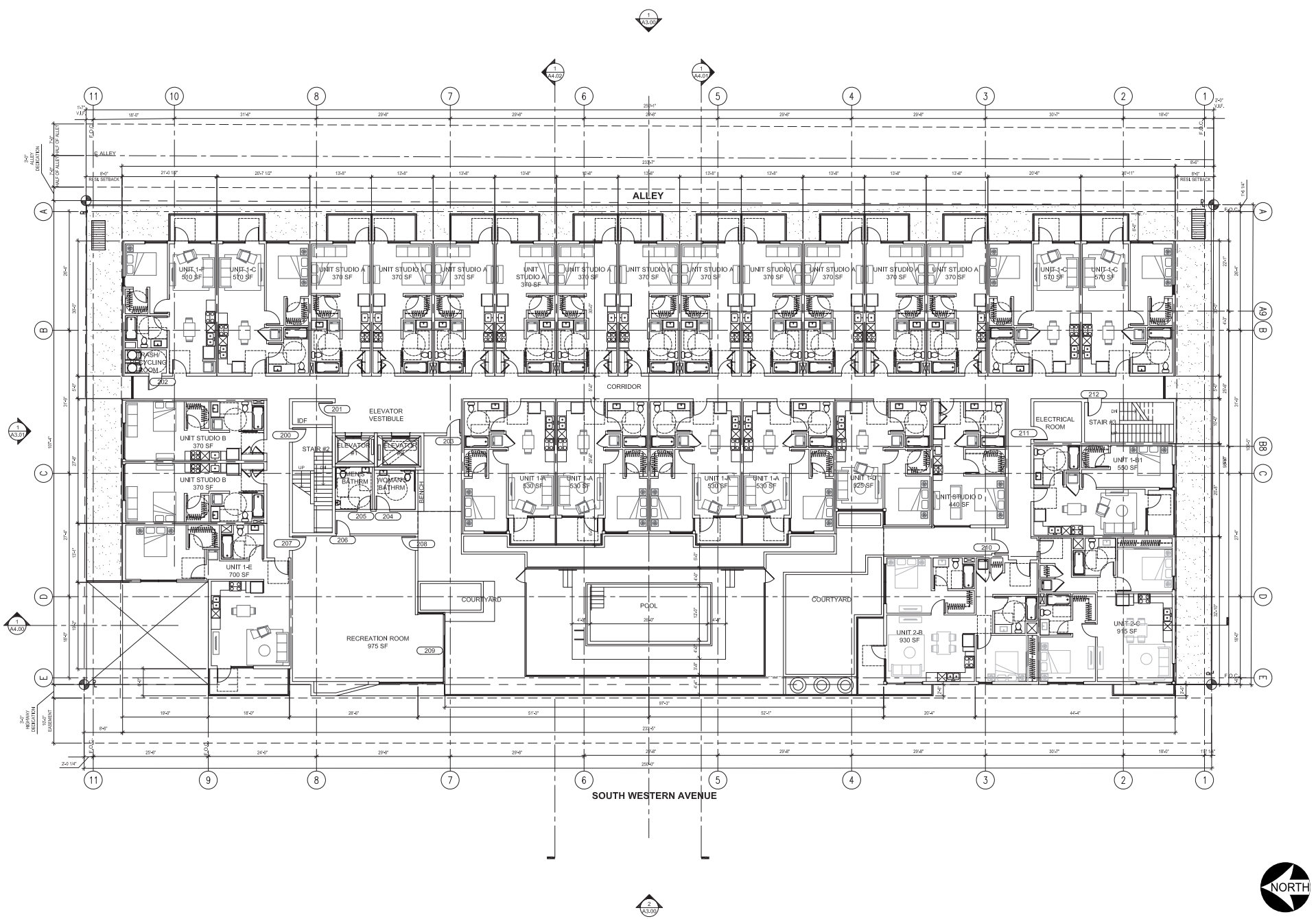
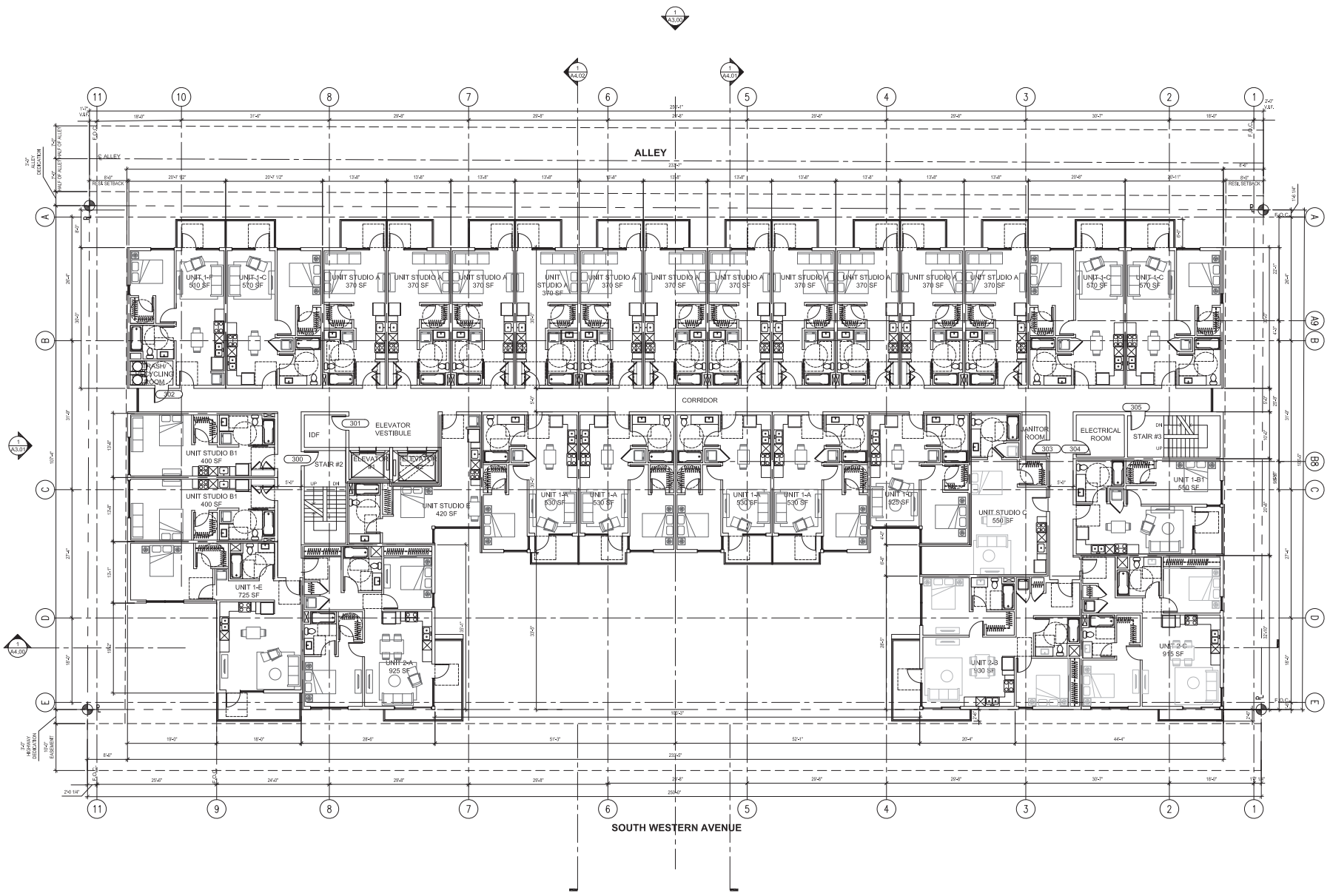


Figure 1-7
2nd Floor Plan

Source: Nadel, 2022.



Source: Nadel, 2022.

Figure 1-8
3rd Floor Plan

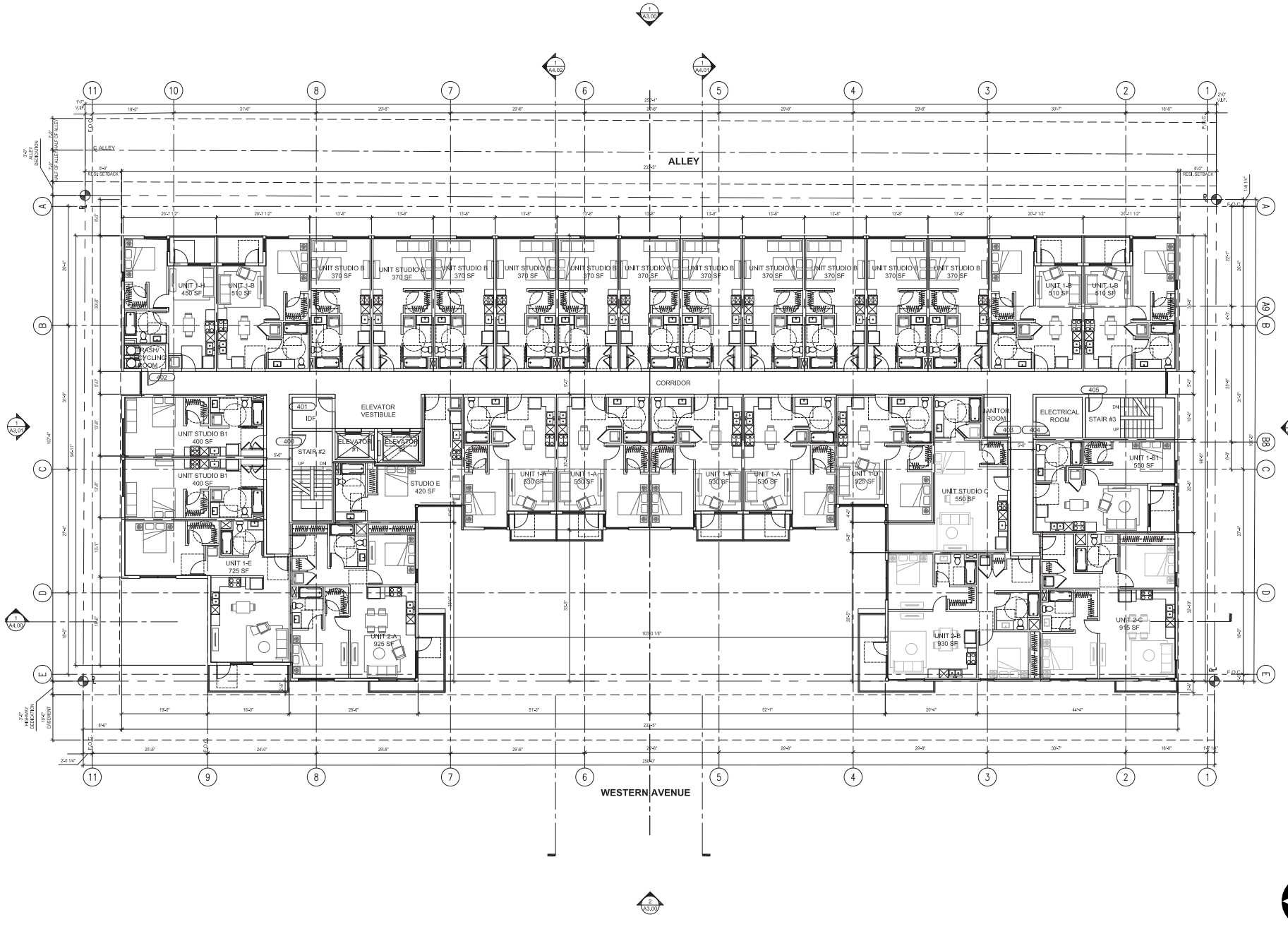


Figure 1-9
4th Floor Plan

Source: Nadel, 2022.

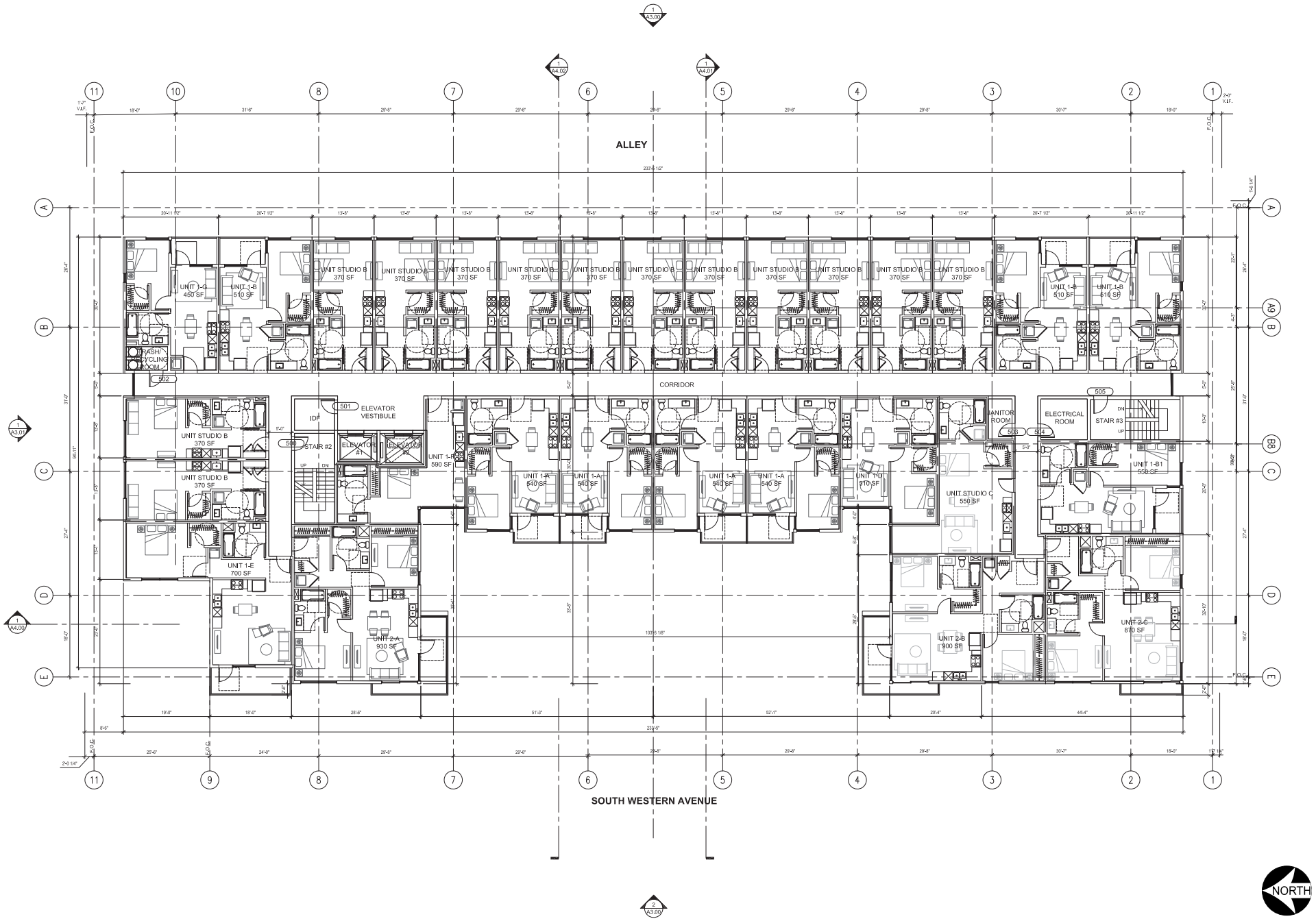


Figure 1-10
5th Floor Plan

Source: Nadel, 2022.

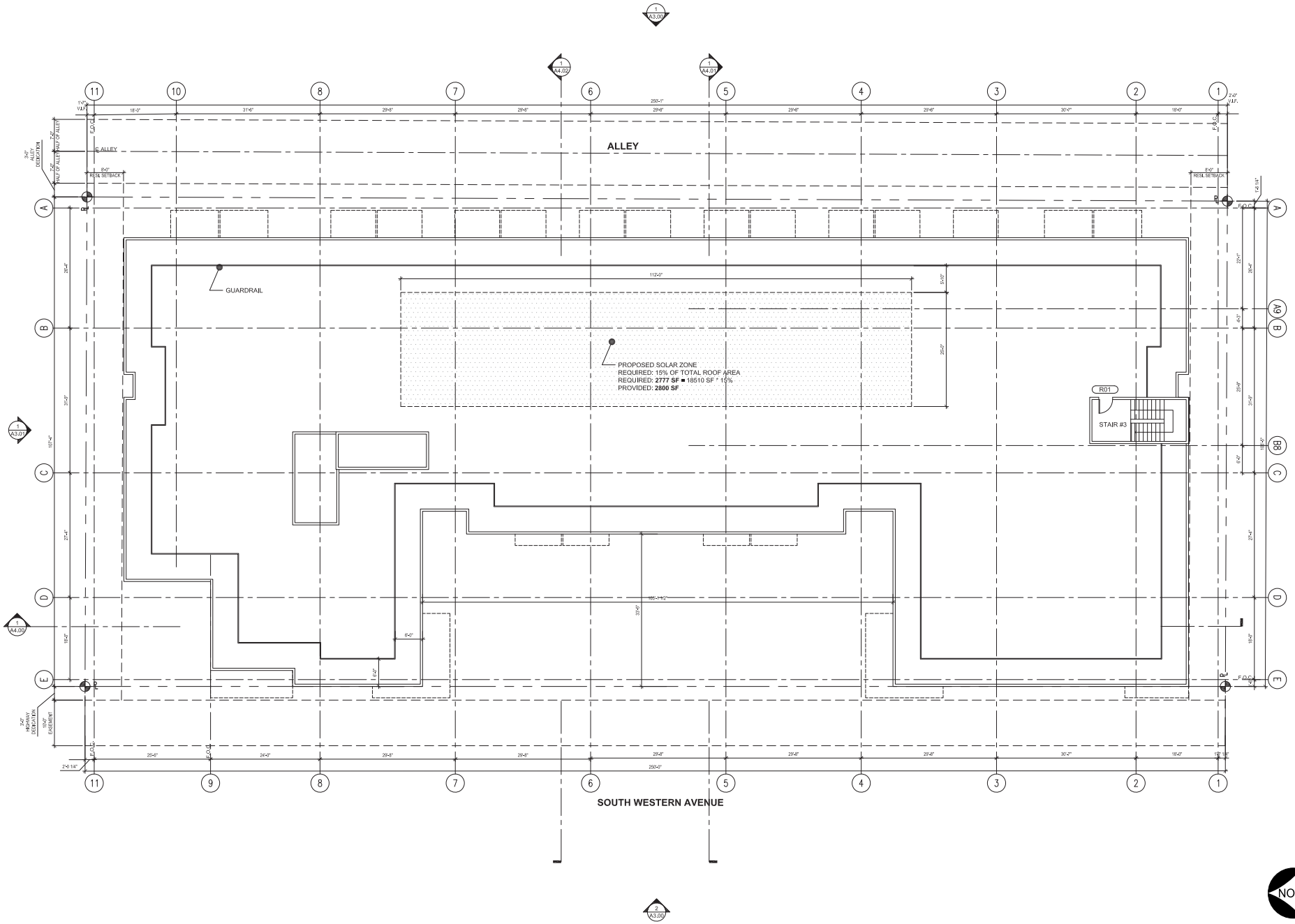


Figure 1-11
Roof Plan

Source: Nadel, 2022.

WEST ELEVATION

EAST ELEVATION

Source: Nadel, 2023.

Figure 1-12
East and West Elevations

SOUTH ELEVATION

NORTH ELEVATION

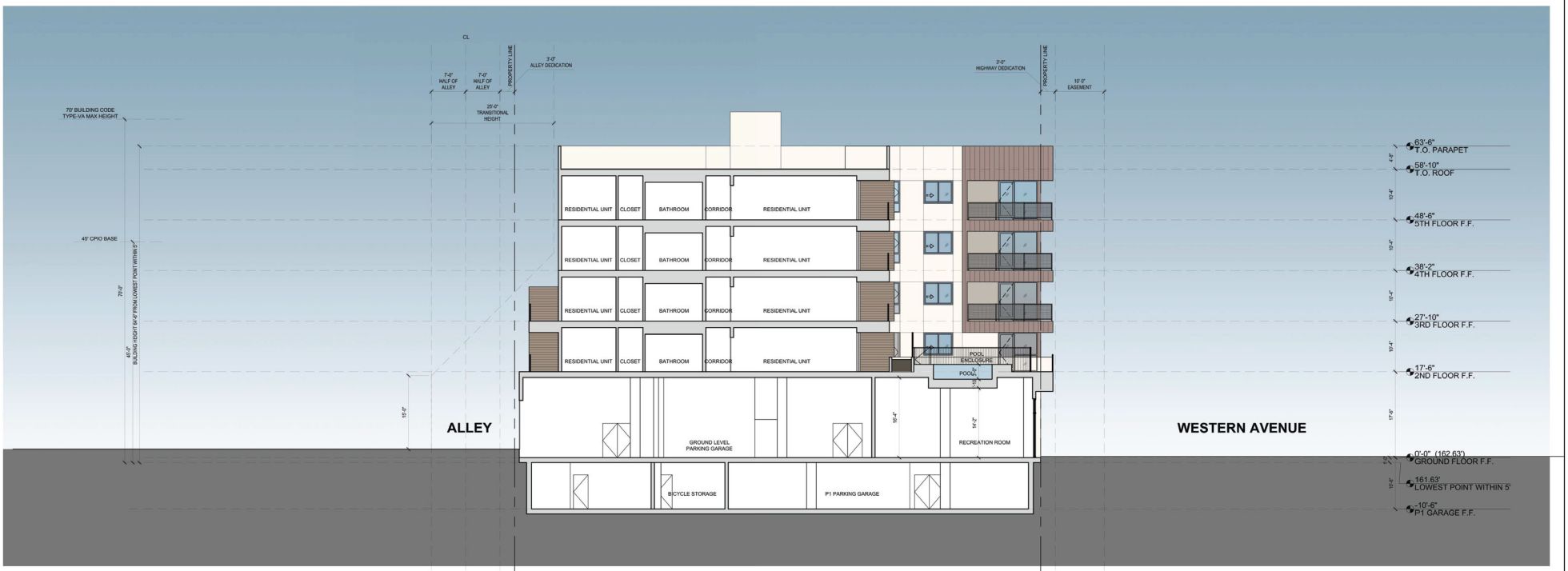
Figure 1-13
North and South Elevations

Source: Nadel, 2023.

WESTERN AVENUE

Source: Nadel, 2023.

Figure 1-14
Section A



Source: Nadel, 2023.

Figure 1-15
Section B

Source: Nadel, 2023.

Figure 1-16
Section C

TREE COUNT SUMMARY	
TOTAL NO. OF UNITS	= 114
NO. OF TREES (24" BOX MIN.) REQUIRED 1 PER 4 UNITS	= 29
NO. OF TREES (24" BOX MIN.) PLANTED:	
GROUND LEVEL (New Street Trees @ 25' o.c.)	= 3
LEVEL 2	= 26
TOTAL PROVIDED	= 29

COMMON OPEN SPACE	
TOTAL COMMON OPEN SPACE PROVIDED	= 6,090 S.F.
MINIMUM (12.9%) REQUIRED LANDSCAPE AREA	= 790 S.F.
LANDSCAPE AREA PROVIDED ON:	
LEVEL 2	= 790 S.F.
TOTAL LANDSCAPE AREA PROVIDED IN COMMON OPEN SPACE	= 790 S.F.

GENERAL NOTES:

1. ALL LANDSCAPE AREAS WILL BE IRRIGATED W/ A HIGH EFFICIENCY IRRIGATION W/ SMART IRRIGATION CONTROLS.
2. ALL PLANTING & IRRIGATION SHALL COMPLY WITH CITY OF LOS ANGELES REQUIREMENTS.
3. IRRIGATION DESIGN WILL INCORPORATE EPA WATERSENSE SPECIFICATIONS
4. STREET TREES SHALL BE SELECTED AND INSTALLED PER CITY OF LOS ANGELES DEPARTMENT OF URBAN FORESTRY.
5. ALL NEW PLANTED AREAS TO BE HEAVILY MULCHED FOR WATER CONSERVATION.
6. THERE ARE NO SIGNIFICANT TREES TO BE REMOVED ON THE SITE.
7. THERE ARE NO PROTECTED TREES ON THE SITE.

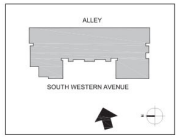
WATER CONSERVATION STATEMENT:

ALL LANDSCAPE WILL BE SPECIFIED, PLANTED & IRRIGATED ACCORDING TO XERISCAPE DESIGN PRINIPLES WHICH INCLUDE: THE PREDOMINANT USE OF DROUGHT TOLERANT PLANT MATERIALS; THE PRACTICE OF HYDROZONING OR GROUPING PLANTS WITH SIMILAR WATER REQUIREMENTS TOGETHER; MINIMIZING TURF AREAS AND THE EFFICIENT APPLICATION OF WATER BY USING MATCH PRECIPITATION HEADS, DRIP LINE, SEPARATE VALVES FOR TURF AND GROUND COVER AREAS AND RAIN SHUT OFF DEVICES. THIS PROJECT WILL COMPLY WITH THE STATE WATER CONSERVATION ORDINANCE EFFECTIVE JANUARY 1, 2010.

NORTH

Source: Nadel, 2022.

Figure 1-17
Composite Landscape Plan



WEST ELEVATION
LOOKING EAST FROM SOUTH WESTERN AVENUE

Source: Nadel, 2023.

Figure 1-18
Rendering

2. Regulatory Framework

2.1 CEQA Guidelines Section 15168 – Program EIR

2.1.1 CEQA Guidelines Section 15168 Overview and Requirements

CEQA Guidelines Section 15168(a) defines a program EIR as:

> [A]n EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:
>
> (1) Geographically,
>
> (2) As logical parts in the chain of contemplated actions,
>
> (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
>
> (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

CEQA Guidelines Section 15168(c) sets forth criteria to use a program EIR for "later activities." Specifically, CEQA Guidelines Section 15168(c) states the following:

(c) Use with Later Activities. Later activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

> (1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. That later analysis may tier from the program EIR a provided in Section 15152.
>
> (2) If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.
>
> (3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.

(4) Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

2.1.2 Applicability of CEQA Guidelines Section 15168 to the Project

The Certified EIR meets the definition under Guidelines Section 15168(a) because it analyzed subsequent development related geographically in the Community Plan Area that would foreseeably occur from the adoption of the Community Plan. The Certified EIR fully analyzed the potential environmental effects associated with the City's adoption of the Community Plan and subsequent foreseeable development within the Community Plan Area.

As discussed below, the 3022 Western Project is fully consistent with the Community Plan and within the scope of the Certified EIR. In addition, the 3022 Western Project is consistent with the uses, density, and intensity contemplated by the General Plan and zoning for the Project Site, and is within the scope of the analysis covered by the Certified EIR. Moreover, the Project's density bonus, incentives and concessions, and waivers of development standards are authorized by the State Density Bonus Law (which was effective when the Community Plan was adopted and the Certified EIR was certified) in exchange for the Project's inclusion of affordable housing. Accordingly, use of the State Density Bonus Law is part of the foreseeable development that would occur from adoption of the Community Plan.

The Project Site is zoned C2-2D-O-CPIO, which permits the proposed multi-family residential and commercial uses. The existing zoning permits a residential density of one unit per 400 square feet of lot area, an FAR of 1.5:1, and a maximum height of three stories and 45 feet. The 3022 Western Project would utilize State Density Bonus Law, which permits increases in density, floor area, height, reduced parking, and other development incentives and concessions, and waivers of development standards for projects that provide a specified amount of affordable housing. By reserving 14 units for Very Low Income households, the 3022 Western Project would receive a 50 percent density increase, subject to approval of the requested CUP, and therefore includes 38 additional units above the base density of 76 units. State Density Bonus Law would also allow the following incentives and waivers of development standards: 1) an off-menu incentive for a 46 percent open space reduction from 11,675 square feet to 6,310 square feet; 2) an off-menu incentive for 52 percent of the ground floor of the primary frontage to be utilized for active floor area, in lieu of 75 percent; 3) an off-menu incentive to permit vehicular access to be provided from the primary frontage; 4) a waiver of development standard to permit a height of five stories and 64 feet, six inches to the top of the parapet; and 5) a waiver of development standard to permit a 2.87:1 FAR. These incentives and waivers of development standards would be granted in exchange for providing the 14 affordable housing units. The increased height, FAR, and density, therefore, would be within the allowable height, FAR, and density permitted by State law and the LAMC in order to provide needed affordable housing in the City. The proposed land use and intensity of the 3022 Western Project is consistent and compatible with the surrounding area and typical for an infill development located near transit and on a major City thoroughfare. Accordingly,

the development proposed by the 3022 Western Project is within the scope of that analyzed in the Certified EIR.

By providing a range of housing opportunities including both market and affordable housing, the 3022 Western Project accommodates an adequate supply of housing units by type and cost that contributes significantly to a range of housing opportunities in the Community Plan Area. In addition, the 3022 Western Project is located within a transit rich area. There is a bus stop for Metro Route 207 on Western Avenue on the southeast corner at 29th Place, approximately 600 north of the Project Site, and on the northwest and southeast corners at Jefferson Boulevard, approximately 275 and 400 feet south of the Project Site. Route 207 has 9 to 10-minute headways during the AM and PM peak hours. There are also bus stops for Metro Route 38 on Jefferson Boulevard, approximately 400 feet south of the Project Site with 10-minute headways during the AM and PM peak hours, and Metro Route 37 on Adams Boulevard at Western Avenue, approximately 2,250 feet north of the Project Site with 9 to 10-minute headways during the AM and PM peak hours. The Metro E Line provides a station at Exposition Boulevard and Western Avenue approximately 3,000 feet south of the Project Site. There is also a bus stop for the Midtown DASH on the northeast and southeast corners on Adams Boulevard at Western Avenue. These stops are approximately 2,250 feet north of the Project Site.

Finally, as demonstrated in Section 3 of this technical memorandum, all applicable mitigation measures from the Certified EIR (which are the same as the environmental standards contained in Appendix A of the CPIO) would be implemented by the 3022 Western Project, and each of the applicable mitigation measures would also be made conditions of approval for the 3022 Western Project.

The analysis contained in Section 3 of this technical memorandum demonstrates that, pursuant to PRC Section 21166 and CEQA Guidelines Section 15162, there are no substantial changes to the circumstances under which the 3022 Western Project would be undertaken that would result in new or more severe significant impacts, and there is no new information of substantial importance that has become available that would result in new or more severe significant impacts.

Therefore, pursuant to PRC Section 21166 and CEQA Guidelines Section 15162, no subsequent EIR would be required for the 3022 Western Project. Based on the analysis herein and the Certified EIR and the whole of the record, under CEQA Guidelines Section 15168, the 3022 Western Project is within the scope of the Community Plan and the Certified EIR adequately described the activity for purposes of CEQA.

3. Environmental Impact Analysis

The information below addresses each of the environmental issues that were previously analyzed within the scope of the previously certified EIR and the recently revised Appendix G of the CEQA Guidelines. The conclusions of the Certified EIR are provided as a reference for each environmental issue area for purpose of describing how the proposed changes would not result in any new significant impacts and would not increase the severity of the significant impacts identified in the Certified EIR.

Consistent with CEQA Guidelines Section 15168(c)(4), a modified Environmental Checklist Form was used to compare the anticipated environmental effects of the Project with those disclosed and analyzed in the Certified EIR and to review whether any of the conditions set forth in Public Resources Code Section 21166 or CEQA Guidelines Section 15162 requiring preparation of a subsequent or supplemental EIR have been triggered. This analysis provides the following information as to each of the impact thresholds analyzed in each of the impact categories:

Impact Determination in the EIR. This column sets forth the impact determination made in the Certified EIR for each impact threshold.

Any Substantial Changes Involving New Significant Impacts or a Substantial Increase in the Severity of Significant Impacts? Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the Project will result in new significant impacts that have not already been considered and mitigated by the measures in the Certified EIR or a substantial increase in the severity of a previously identified impact.

Any Substantially Changed Circumstances Involving New Significant Impacts or a Substantial Increase in the Severity of Significant Impacts? Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been substantial changes to the circumstances under which the Project is undertaken (e.g., changes to the Project Site or vicinity) that have occurred subsequent to the preparation of the Certified EIR, which would result in the Project having a new significant environmental impact or a substantial increase in the severity of a previously identified impact.

Any New Information of Substantial Importance? Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Certified EIR was certified is available, shows that: (A) the Project will have one or more significant effects not discussed in the Certified EIR; or (B) that significant effects previously examined will be substantially more severe than shown in the Certified EIR; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives, which are considerably different from those analyzed in the Certified EIR would substantially reduce one or more significant effects on the environment, but the project

proponents decline to adopt the mitigation measure or alternative. New studies completed as part of this environmental review are attached to this technical memorandum or are on file with the Planning Department.

Mitigation Measures Addressing Impacts. Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental document provides mitigation measures to address effects in the related impact category. In some cases, the mitigations have already been implemented.

DISCUSSION AND MITIGATION SECTIONS. A discussion of the elements of the checklist is provided under each environmental category in order to clarify and provide support for the answers. The discussion provides information about the particular environmental issue, how the Project relates to the issue, and the status of any mitigation that may be required or that has already been implemented. Applicable mitigation measures from the Certified EIR that apply to the Project are listed under each environmental category.

Conclusions. A discussion of the conclusion relating to the analysis contained in each section.

3.1 Aesthetics

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:					
(a) Have a substantial adverse effect on a scenic vista?	Less Than Significant	No	No	No	No
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	No	No	No	No
(c) In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less Than Significant	No	No	No	No
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Significant and Unavoidable	No	No	No	No

In 2013, Governor Edmund G. "Jerry" Brown signed Senate Bill (SB) 743. Among other things, SB 743 adds Public Resources Code (PRC) Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" (TPA) as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations," and an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter

of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File No. 2452 provides further instruction concerning the definition of transit priority projects and that "[v]isual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the [L.A. CEQA Thresholds Guide] shall not be considered an impact for infill projects within TPAs pursuant to CEQA."

The 3022 Western Project qualifies as a residential mixed-use project located in a TPA. The 3022 Western Project is an infill site within the highly urbanized South Los Angeles Community Plan Area that is zoned to allow for residential and commercial uses. The 3022 Western Project would construct a new residential building containing 114 residential units (including 14 units reserved for Very Low Income households) with 2,500 square feet of commercial/potential restaurant uses at the ground level. The Project Site has convenient access to public transportation and is served by numerous bus lines. There is a bus stop for Metro Route 207 on Western Avenue on the southeast corner at 29th Place, approximately 600 north of the Project Site, and on the northwest and southeast corners at Jefferson Boulevard, approximately 275 and 400 feet south of the Project Site. Route 207 has 9 to 10-minute headways during the AM and PM peak hours. There are also bus stops for Metro Route 38 on Jefferson Boulevard, approximately 400 feet south of the Project Site with 10-minute headways during the AM and PM peak hours, and Metro Route 37 on Adams Boulevard at Western Avenue, approximately 2,250 feet north of the Project Site with 9 to 10-minute headways during the AM and PM peak hours. The Metro E Line provides a station at Exposition Boulevard and Western Avenue approximately 3,000 feet south of the Project Site. There is also a bus stop for the Midtown DASH on the northeast and southeast corners on Adams Boulevard at Western Avenue. These stops are approximately 2,250 feet north of the Project Site. Therefore, the 3022 Western Project is located in a TPA, as confirmed by the City of Los Angeles Zoning Information and Map Access System (ZIMAS). As the 3022 Western Project qualifies as a residential mixed-use project located in a TPA, its aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC 21099. The following analysis is therefore provided for informational purposes only, and not for determining whether the 3022 Western Project will result in significant impacts to the environment.

3.1.1 Impact Determination in the EIR

Scenic Vistas

The Certified EIR stated that scenic vistas in the Community Plan Area are limited to views of the San Gabriel Mountains, the Santa Monica Mountains, the Hollywood Hills, views of Downtown Los Angeles, and the Hollywood sign. However, due to the built-out nature of the Community Plan Area, and the characteristically flat terrain, views of these scenic vistas are not widely available from points within or adjacent to the Community Plan Area. As the Community Plan is not planned to alter the existing street environment, these views would not be affected. In addition, the CPIO includes regulations consistent with the Conservation Element and Framework Element policies

that are intended to protect scenic vistas, the Certified EIR concluded that impacts would be less than significant.

Scenic Resources

There are no state scenic highways within the Community Plan Area, or in proximity to the Community Plan Area. Accordingly, future development occurring under the Community Plan would not result in the substantial damage of a scenic resource within a state scenic highway. Therefore, the Community Plan would result in no impact related to scenic resources within a state scenic highway.

Visual Character

As discussed in the Certified EIR, implementation of the Community Plan could alter the visual character of the Community Plan Area, particularly where future development has increased density, intensity and heights, or mix of uses than what currently exists. However, all future projects within the CPIO District of the Community Plan Area would be required to conform to the mandatory development regulations and design standards of the CPIO, including discretionary projects such as Site Plan Review, with allowances for increased density based on the inclusion of affordable housing. The CPIO's use restrictions and development standards would ensure that future development would improve the visual character and quality of the Community Plan Area because the standards require that visual character is enhanced through transitional height requirements, massing restrictions, requirements for use of high quality materials, and requirements for façade articulation. Based on this, the Certified EIR concluded that the Community Plan would not substantially degrade the existing visual character and quality of the Community Plan Area and its surroundings, and impacts related to visual character would be less than significant.

Light and Glare

As described in the Certified EIR, while implementation of the Community Plan could potentially increase the amount of light and glare in the Community Plan Area due to the intensification of residential and commercial development, adherence to existing standards and regulations and the typical use of non-reflective materials would help to minimize these impacts. Compliance with existing LAMC regulations and the proposed CPIO development standards would reduce the impacts of future development under the Community Plan, and would ensure that new sources of lighting from future projects would not impact adjacent premises or adversely affect day or nighttime views of the nighttime sky in the Community Plan Area. Therefore, the Certified EIR determined that impacts with respect to light and glare would be less than significant.

Shade and Shadow

The proposed CPIO District includes development standards that establish building massing, articulation, setback, and step-back standards that would serve to limit the height, width, and size of structures. However, as stated in the Certified EIR, future development that exceeds 45 feet in

height could result in shadow impacts despite the application of mandatory CPIO standards. Therefore, the Certified EIR concluded that impacts related to shade and shadow would be significant and unavoidable.

Mitigation Measures

Impacts with respect to shade and shadow were determined to be significant, but no feasible mitigation measures were identified in order to reduce this impact. All other aesthetic impacts were determined to be less than significant, and would not require any mitigation measures.

3.1.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

The following analysis is provided for informational purposes only.

Scenic Vistas

As discussed in the Certified EIR, views of scenic vistas are not widely available from points within or adjacent to the Community Plan Area, and as the Community Plan is not planned to alter the existing street environment, these views would not be affected. Therefore, the 3022 Western Project would not obstruct views of any scenic vistas and would result in no impact with respect to scenic vistas. Pursuant to SB 743 and ZI No. 2452, the 3022 Western Project would result in no aesthetic impacts and this analysis is provided for informational purposes only.

Scenic Resources

As stated above, there are no state scenic highways within the Community Plan Area, or in proximity to the Community Plan Area. As stated below under “Biological Resources,” the Project Site does not contain any protected trees. Further, the Project Site does not contain any rock outcroppings, nor is it located within a State scenic highway. Finally, as discussed below under “Cultural Resources,” the 3022 Western Project would not result in any impacts with respect to historic resources. Therefore, the 3022 Western Project would result in no impact with respect to scenic resources. Pursuant to SB 743 and ZI No. 2452, the 3022 Western Project would result in no aesthetic impacts and this analysis is provided for informational purposes only.

Visual Character

Construction

Construction activities at the Project Site would be mostly visible from the surrounding uses, and are estimated to occur over approximately 25 months. Construction activity would vary on a weekly basis, depending largely on the number of workers and construction trucks needed for the activities during each time period. Temporary fencing would be installed around the Project Site during construction, which would partially shield views of construction activities and equipment.

Although the 3022 Western Project's construction activities would be visible from adjacent public and private vantage points, changes to the appearance of the Project Site would be temporary in nature. Temporary construction changes are necessary for the development of the Project Site, and would not rise to the level of a change that would substantially degrade the existing visual character. Therefore, no impacts with respect to visual character would occur during construction. Pursuant to SB 743 and ZI No. 2452, the 3022 Western Project would result in no aesthetic impacts and this analysis is provided for informational purposes only.

Operation

The 3022 Western Project would develop the Project Site with a new, contemporary five-story residential building with ground floor commercial uses. The 3022 Western Project would utilize State Density Bonus Law, which permits increases in density, floor area, height, reduced parking, and other development incentives and concessions and waivers of development standards for projects that provide a specified amount of affordable housing. By reserving 14 units for Very Low Income households, the 3022 Western Project would receive a 50 percent density increase, and therefore includes 38 additional units above the base density of 76 units. The State Density Bonus Law would also allow the following incentives and waivers of development standards: 1) an off-menu incentive for a 46 percent open space reduction from 11,675 square feet to 6,310 square feet; 2) an off-menu incentive for 52 percent of the ground floor of the primary frontage to be utilized for active floor area, in lieu of 75 percent; 3) an off-menu incentive to permit vehicular access to be provided from the primary frontage; 4) a waiver of development standard to permit a height of five stories and 64 feet, six inches to the top of the parapet; and 5) a waiver of development standard to permit a 2.87:1 FAR. These incentives and waivers would be provided in exchange for providing the 14 affordable housing units, and the increased height, FAR, and density would be within the allowable height, FAR, and density permitted by State law and the LAMC in order to provide needed affordable housing in the City.

The 3022 Western Project prioritizes pedestrian-first design by upgrading and repairing the sidewalk on Western Avenue, which would provide a more comfortable pedestrian zone. The 3022 Western Project would also include approximately 6,310 square feet of indoor and outdoor open space, including balconies and a podium pool deck. These spaces would provide a variety of opportunities for shared experiences, recreation, or relaxation.

Overall, the 3022 Western Project would be compatible with the scale and character of the adjacent properties and surrounding neighborhood, and would also enhance the surrounding neighborhood. Therefore, the 3022 Western Project's impacts with respect to visual character would be less than significant. Pursuant to SB 743 and ZI No. 2452, the 3022 Western Project's impacts with respect to visual character would be less than significant, and this analysis is provided for informational purposes only.

Light and Glare

The 3022 Western Project would include lighting designed to highlight architectural elements of the building as well as security lighting designed to deter criminal activity on or immediately

adjacent to the Project Site. The lights associated with the 3022 Western Project would be directed toward the interior of the Project Site so as not to create impacts to surrounding land uses or motorists traveling on surrounding roadways. All exterior lighting would be designed with internal and/or external glare control and would also be designed, arranged, directed, or shielded to contain direct illumination on-site, thereby preventing excess illumination and light spillover onto adjacent land uses and/or roadways. Blinking, flashing, or oscillating lights would be prohibited. Due to its scale in relation to existing residential development in the Project vicinity, light generated from the interior of the proposed building could potentially be seen from surrounding uses. However, the increase in light that would be generated would not be out of character with the existing light sources in the Project vicinity. As such, nighttime views in the Project vicinity would not be affected by the 3022 Western Project, and impacts with respect to light would be less than significant. Pursuant to SB 743 and ZI No. 2452, the 3022 Western Project's impacts with respect to light would be less than significant.

The 3022 Western Project's architectural features and facades would not be constructed of highly reflective materials, and therefore would not be expected to create daytime glare. Materials used on the façade of the proposed building would include smooth trowel cement plaster, powder coated metal walls, stained wood, and steel. As such, impacts with respect to glare would be less than significant. Pursuant to SB 743 and ZI No. 2452, the 3022 Western Project's impacts with respect to glare would be less than significant, and this analysis is provided for informational purposes only.

Shade and Shadow

As discussed above, the Certified EIR stated that future development in the Community Plan Area could cause shadow impacts. Therefore, the Certified EIR determined that implementation of the Community Plan would result in a significant and unavoidable impact related to shade and shadow. The 3022 Western Project would not result in new or increased significant aesthetic impacts beyond those already identified in the Certified EIR. Furthermore, based on SB 743 and ZI No. 2452, described above, the 3022 Western Project would have a less than significant impact with respect to shade and shadow, and this analysis is provided for informational purposes only.

Mitigation Measures

None required.

Cumulative Impacts

Regarding cumulative aesthetic impacts, the related projects would be reviewed on a case-by-case basis by the City to comply with requirements regarding building heights, setbacks, massing, as well as lighting, and glare effects. Pursuant to SB 743 and PRC Section 21099, the Project's aesthetic impacts would not be significant. Given the Project Site's location in a TPA, other residential, mixed-use, and employment center projects located in the vicinity of the Project Site would similarly be anticipated to be located in transit priority areas and therefore, the aesthetic

impacts of these projects would also be less than significant. Thus, cumulative impacts associated with aesthetics would be less than significant.

3.1.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to the aesthetic or visual environment have occurred since certification of the Certified EIR, and no substantial new scenic resources have been identified within the vicinity of the Project Site that would result in new or more severe significant environmental impacts.

3.1.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to visual or aesthetic resources that would result in new or more severe significant environmental impacts.

3.1.5 EIR's Mitigation Measures Addressing Impact

The 3022 Western Project qualifies as a residential mixed-use project located in a TPA, and therefore its aesthetic impacts shall not be considered significant on the environment. Therefore, no mitigation measures would be required for the 3022 Western Project. However, as described above, the Certified EIR concluded that impacts related to shade and shadow would be significant and unavoidable as there are no feasible mitigation measures to reduce the impact to less than significant.

3.1.6 Conclusion

Based on the above, no new significant aesthetic impacts or a substantial increase in previously identified aesthetic impacts would occur as a result of the 3022 Western Project. Therefore, the 3022 Western Project does not meet the conditions for a subsequent or supplemental EIR pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.

3.2 Agriculture and Forestry Resources

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
AGRICULTURE AND FORESTRY RESOURCES: Would the project:					
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact	No	No	No	No
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No	No	No	No
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact	No	No	No	No
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	No	No	No	No
(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact	No	No	No	No

3.2.1 Impact Determination in the EIR

The Certified EIR stated that the Community Plan is located in a densely-developed portion of the City that is zoned for urban uses and not for agricultural purposes, with the exception of the

Rosedale Cemetery. However, the Rosedale Cemetery property is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, implementation of the Community Plan does not include any components that would affect the zoning of this property. Therefore, the Certified EIR determined that implementation of the Community Plan would not result in the conversion of farmland to non-agricultural uses. No Williamson Act contracts are applicable to the Community Plan Area, and no loss of farmland would result from the implementation of the Community Plan.

Mitigation Measures

No impacts related to agricultural and forestry resources were determined for the Community Plan, and no mitigation measures were required.

3.2.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

As stated in the Certified EIR, the Community Plan Area contains land that is zoned for urban uses and not for agricultural purposes. The 3022 Western Project does not propose to change the zoning or land use designation for the Project Site. Therefore, the 3022 Western Project would not result in new or increased significant impacts beyond those already identified in the Certified EIR.

Mitigation Measures

None required.

Cumulative Impacts

With regard to cumulative effects on agriculture/forestry resources, no such resources are located on the Project Site or in the surrounding area. In addition, the 3022 Western Project would have no impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. Therefore, cumulative impacts with respect to agriculture/forestry resources would be less than significant.

3.2.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to agriculture and forestry resources have occurred and no new agricultural or forestry resources have been identified within the vicinity of the 3022 Western Project since certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.2.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to agricultural or forestry resources that would result in new or more severe significant impacts.

3.2.5 EIR's Mitigation Measures Addressing Impact

Because the Certified EIR determined the Project would have no impacts on agricultural or forestry resources, no mitigation measures were required. Implementation of the 3022 Western Project does not change these impact determinations. Therefore, no mitigation measures are required.

3.2.6 Conclusion

Based on the above, no new significant impacts or a substantial increase in the severity of previously identified impacts to agricultural or forestry resources would occur as a result of the 3022 Western Project. Therefore, the 3022 Western Project does not meet the conditions for a subsequent or supplemental EIR pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.

3.3 Air Quality

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
AIR QUALITY: Would the project:					
(a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant	No	No	No	No
(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Significant and Unavoidable	No	No	No	Yes
(c) Expose sensitive receptors to substantial pollutant concentrations?	Significant and Unavoidable	No	No	No	Yes
(d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	Less Than Significant	No	No	No	No

This section is based on the Certified EIR and the following item, which is included as **Appendix A** to this technical memorandum:

A Air Quality Technical Modeling, DKA Planning, January 2023.

3.3.1 Impact Determination in the EIR

AQMP Consistency

As discussed in the Certified EIR, the Community Plan would incentivize new development near transit, while respecting surrounding residential communities, consistent with the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Air Quality Management Plan (AQMP), as well as the City's General Plan Framework Element. A vision of concentrated, mixed-use development adjacent to transit corridors is promoted in order to conserve resources, protect existing

residential neighborhoods, and improve air quality by reducing the use of cars. Through the CPIO the Community Plan established transit-oriented development (TOD) plans in areas located adjacent to transit. These TODs would have increased capacity and development potential in order to create vibrant and pedestrian-friendly transit neighborhoods that provide a mix of uses, including jobs, housing, and retail. The Community Plan would encourage transit use and the use of non-motorized transportation, such as bicycling and walking. This would protect the environment and health of residents by improving air quality and encouraging active transportation. Therefore, the Certified EIR concluded that the Community Plan is consistent with the AQMP, and as such, would not conflict with or obstruct implementation of applicable air quality plans. Potential impacts were therefore determined to be less than significant.

Construction

The Certified EIR determined that exhaust-related NO_X construction emissions could exceed the South Coast Air Quality Management District (SCAQMD) regional significance threshold, depending primarily on truck activity. The Certified EIR also determined, it is likely that the construction of individual projects would generate emissions that exceed the SCAQMD regional VOC significance threshold (related to architectural coatings). In addition to regional thresholds, SCAQMD has established localized thresholds that are dependent on the size of the project site and the distance from emissions to sensitive land uses. Depending on the specifics of the project being developed, the Certified EIR anticipated that emissions from construction activities could exceed the localized thresholds due to the dense nature of development and the associated proximity of existing sensitive land uses. Accordingly, the Certified EIR concluded that, without mitigation, the Community Plan would result in a significant impact related to regional and localized construction emissions.

Regarding toxic air contaminants (TACs), there is no specifically planned development as a part of the Community Plan. There is no construction schedule or phasing, and it is difficult to accurately characterize emissions from the wide range of projects that may be constructed. Construction emissions were assessed as a new source, and example projects were compared to the SCAQMD thresholds. Depending on the specifics of future development projects (i.e., amount of diesel particulate emissions and sensitive receptor locations), it is anticipated that emissions from construction activities would exceed the health risk significance thresholds established by the SCAQMD. Therefore, without mitigation, implementation of the Community Plan would result in a significant construction impact related to exposing people to substantial pollutant concentrations.

Mitigation Measure AQ1, provided below, was included in the Certified EIR to reduce regional and local emissions generated by various construction activities, including equipment operation, truck trips, and painting. However, a reduction in emissions below the SCAQMD significance thresholds was not demonstrated in the absence of specific project details to assess. It is reasonable to assume that a construction project within the Community Plan Area could generate emissions that would exceed the significance thresholds despite Mitigation Measure AQ1. Therefore, construction activities associated with implementing the Community Plan would result

in a significant and unavoidable regional and localized construction impact related to violating an air quality standard and/or contributing substantially to an existing or projected air quality violation after mitigation.

While Mitigation Measure AQ1 would also reduce TAC emissions generated by various construction activities, the Certified EIR determined that a reduction in emissions below the SCAQMD thresholds cannot be demonstrated in the absence of specific project details to assess. Therefore, the Certified EIR concluded that a construction project within the Community Plan Area could generate emissions that would exceed the significance thresholds, exposing sensitive receptors to substantial pollutant concentrations, despite Mitigation Measure AQ1. As such, this impact (construction) is determined to be significant and unavoidable.

Operation

Implementation of the Community Plan would generate long-term emissions from mobile sources and area sources, such as natural gas combustion. When compared to existing conditions, the Certified EIR determined that the Community Plan would not generate emissions that exceed the SCAQMD regional significance thresholds. Implementation of the Community Plan would increase daily vehicle miles traveled (VMT) during the peak hour in the South Los Angeles Community Plan Area from 1,192,727 in existing conditions to 1,205,169 in 2035 as a result of reasonably expected population growth. However, the Certified EIR determined that future daily mobile emissions under the Community Plan are expected to decrease from existing emissions, largely as a result of improvements in vehicular engine efficiency technologies. Therefore, the Community Plan was found to result in a less than significant impact related to regional operational emissions and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Odors

The Certified EIR determined that the Community Plan does not include land uses that are typically associated with odor complaints, and therefore, implementation of the Community Plan would result in a less than significant impact related to odors.

Mitigation Measures

The following mitigation measure was included in the Certified EIR to reduce impacts related to air quality:

AQ1 Any approval of a project located within a CPIO Subarea (except for Residential Subareas M, N, and O) shall ensure that all contractors include the following best management practices in contract specifications:

- Restrict idling of construction equipment and on-road heavy duty trucks to a maximum of 5 minutes when not in use.

- Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g., engine catalysts) to the extent they are readily available and feasible.

- Use heavy duty diesel-fueled equipment that uses low NOx diesel fuel to the extent it is readily available and feasible.

- Use construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.

- All on-road heavy-duty diesel trucks or equipment with a gross-vehicle weight rating (GVWR) of 19,500 pounds or greater shall comply with EPA 2007 on-road emission standards for PM and Nox:

    - PM – 0.01 g/bhp-hr

    - NOx – at least 1.2 g/bhp-hr

- Use zero-emission trucks and equipment where available, or cleanest available technology.

- Every effort should be made by the Contractor to utilize grid- based electric power at any construction site, where feasible.

- Where access to the power grid is not available, on-site generators are required to meet 0.01 g/bhp-hr standard for PM, or be equipped with Best Available Control Technology (BACT) for PM emissions reductions.

- Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.

- Construction contractors shall use pre-painted construction materials, as feasible.

- Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.

- Prepare haul routes, when required by the LAMC, that conform to local requirements to minimize traversing through congested streets or near sensitive receptor areas.

- Maintain a buffer zone that is a minimum of 1,000 feet between truck traffic and sensitive receptors, where feasible.

- When required by LADOT, upgrade signal synchronization to improve traffic flow.

- Configure construction parking to minimize traffic interference.

- When required by LADOT, provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.

- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.

- Traffic speeds on all unpaved roads shall be 15 mph or less.

- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.

- Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation. The name and contact information of the construction relations officer shall be posted at a location on the project site that is accessible and visible from the public right-of-way.

- Identify sensitive uses within 500 feet of a project that involves ground-disturbing activities and notify sensitive uses before construction projects occur, including disclosure of the name and contact information for the construction relations officer acting as the community liaison.

- Implement the fugitive dust control measures as required in the South Coast Air Quality Management District's Rule 403 Fugitive Dust.

- Require installation of high efficiency filtration systems (MERV 13) for housing projects within 500 feet of freeways and oil drilling sites.

3.3.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

The 3022 Western Project does not propose any changes to the zoning or land use designation for the Project Site. In addition, State Density Bonus law was originally enacted in 1979 and therefore was in effect at the time the Certified EIR was prepared for the Community Plan. Therefore, the use of a density bonus as a result of the provision of affordable housing is a foreseeable part of the implementation of the Community Plan and the 3022 Western Project's air quality impacts were accounted for within the analysis contained in the Certified EIR.

AQMP Consistency

SCAQMD CEQA Air Quality Handbook Policy Analysis and SCAG RTP/SCS Consistency

The following analysis addresses the 3022 Western Project's consistency with applicable SCAQMD and SCAG policies, including the SCAQMD's 2022 AQMP, adopted in December 2022, and growth projections within the SCAG 2020-2045 RTP/SCS (which are integrated into the 2022 AQMP). In accordance with the procedures established in the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are required to be addressed in order to determine the Project's consistency with applicable SCAQMD and SCAG policies:

- Would the project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations; or
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- Would the project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP land use policies?

With respect to the first criterion, as discussed below, localized concentrations of NO_2 as NO_X, CO, PM_{10}, and $PM_{2.5}$ have been analyzed for the 3022 Western Project through an analysis of construction and operational emissions. As shown in Tables 3.3-2 and 3.3-3 below, these emissions would not exceed the SCAQMD's screening thresholds for exceedances of health-based air quality standards during construction and operations, respectively. SO_2 emissions would be negligible during construction and long-term operations, and, therefore, would not have the potential to cause or affect a violation of the SO_2 ambient air quality standard. Since VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

Particulate matter is the primary pollutant of concern during construction activities, and, therefore, the 3022 Western Project's PM_{10} and $PM_{2.5}$ emissions during construction were analyzed in order to: (1) ascertain potential effects on localized concentrations; and (2) determine if there is a potential for such emissions to cause or affect a violation of the ambient air quality standards for PM_{10} and $PM_{2.5}$. As demonstrated in the analysis below (see Table 3.3-2 later in this section), the increases in PM_{10} and $PM_{2.5}$ emissions during construction would not exceed the SCAQMD-recommended significance thresholds at sensitive receptors in proximity to the Project Site.

Additionally, the 3022 Western Project's maximum potential NO_X and CO daily emissions during construction were analyzed to ascertain potential effects on localized concentrations and to determine if there is a potential for such emissions to cause or affect a violation of an applicable ambient air quality standard. As shown in Table 3.3-2, NO_X and CO would not exceed the SCAQMD-recommended localized significance thresholds. Therefore, 3022 Western Project construction would not result in a significant impact with regard to localized air quality.

Because the 3022 Western Project would not introduce any substantial stationary sources of emissions, CO is the preferred benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations.[3] As discussed below, no intersections would require a CO hotspot analysis, and impacts would be less than significant. Therefore, the 3022 Western Project would not increase the frequency or severity of an existing CO violation or cause or contribute to new CO violations.

As discussed below, an analysis of potential localized operational impacts from on-site activities was conducted. As demonstrated in the analysis below (see Table 3.3-3 later in this section), localized NO_2 as NO_X, CO, PM_{10}, and $PM_{2.5}$ operational impacts would be less than significant. Therefore, the 3022 Western Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the 3022 Western Project would not exceed any of the state and federal standards, the 3022 Western Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020–2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP/SCS. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 3022 Western Project would result in a residential population of approximately 269 persons,[4] which would represent 0.032 percent of the 837,500 additional persons accommodated in the City from 2016-2045. These contributions would represent an incremental increase that is consistent with the overall growth of the region as accommodated in the 2022 AQMP.

As stated in the Transportation Assessment prepared for the 3022 Western Project (included in Appendix H-1), development of the 3022 Western Project could result in approximately 10 employment positions on-site.[5] When compared to the growth forecasts in the recently adopted

[3] SCAQMD, CEQA Air Quality Handbook, Chapter 12, Assessing Consistency with Applicable Regional Plans, 1993.

[4] Overland Traffic Consultants, Inc., Traffic Assessment for 3022 S. Western Mixed-Use Project, November 2022.

[5] Overland Traffic Consultants, Inc., Traffic Assessment for 3022 S. Western Mixed-Use Project, November 2022.

2020-2045 RTP/SCS, the 3022 Western Project would be consistent with regional forecasts. Specifically, the 2020-2045 RTP/SCS estimated 1,848,300 jobs in the City in 2016 and predicts 2,135,900 jobs in the City by 2045. Thus, the 3022 Western Project's estimated employment growth would not substantially impact the employment growth forecasted between 2016 and 2045. Because the 3022 Western Project's impact would fall well within the growth forecasts for the City and similar projections form the basis of the 2022 AQMP, the 3022 Western Project would be consistent with the job growth projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below, the 3022 Western Project would not result in any significant air quality impacts and therefore would not require mitigation. However, the 3022 Western Project would nevertheless implement Mitigation Measure AQ1 from the Certified EIR. In addition, the 3022 Western Project would comply with all applicable regulatory standards as required by SCAQMD. As such, the 3022 Western Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments such as the 3022 Western Project, the AQMP's air quality policies focus on the reduction of VMT. The 3022 Western Project would be designed and constructed to support and promote environmental sustainability. The 3022 Western Project represents an infill development within an existing urbanized area that would concentrate a mix of new residential and commercial uses within a High Quality Transit Area (HQTA). "Green" principles are also incorporated throughout the 3022 Western Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the 3022 Western Project area is the 2022 AQMP. The 2022 AQMP is the SCAQMD plan for improving regional air quality in the Basin, adopted on December 2, 2022. The 2022 AQMP is the current management plan for continued progression toward clean air and compliance with State and federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources and area sources. The 2022 AQMP also incorporates current scientific information and meteorological air quality models. It also updates the federally approved 8-hour O_3 control plan with new commitments for short-term NO_X and VOC reductions.

The 2022 AQMP includes short-term control measures related to facility modernization, energy efficiency, good management practices, market incentives, and emissions growth management. As demonstrated in the following analyses, the 3022 Western Project would not result in significant regional emissions. The 2022 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and addresses the "extreme" ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NO_x emissions by 67 percent more than required by adopted rules and regulations in 2037. Directly applicable to

the 3022 Western Project, the 2022 AQMP proposes robust NO_X reductions from commercial and residential appliances and commercial space heating. The 3022 Western Project would be required to comply with all new and existing regulatory measures set forth by the SCAQMD. Implementation of the 3022 Western Project would not interfere with air pollution control measures listed in the 2022 AQMP.

The existing land use designation for the Project Site is Community Commercial and the existing zoning is C2 (Commercial Zone) with the CPIO overlay. These are classifications that allow the proposed residential and commercial uses by right. As such, the RTP/SCS' assumptions about growth in the City accommodate population and job growth on the Project Site. As a result, the 3022 Western Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with the 3022 Western Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2020 RTP/SCS and 2022 AQMP. Therefore, the 3022 Western Project's impacts with respect to consistency with the AQMP would be less than significant.

City of Los Angeles Policies

The 3022 Western Project would be consistent with the land use pattern in the vicinity that concentrates urban density along major arterials and near transit options. As shown below, the 3022 Western Project would be consistent with applicable policies of the Air Quality Element, and would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage use of alternative modes of transportation. The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in Table 3.3-1, the 3022 Western Project is consistent with the applicable policies in the Air Quality Element. Therefore, the 3022 Western Project would result in less than significant impacts related to consistency with the Air Quality Element.

Table 3.3-1
3022 Western Project Consistency
with Applicable Policies from the City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The 3022 Western Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules, as well as through Implementation of Certified EIR Mitigation Measure AQ1.
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Consistent.** The 3022 Western Project would not involve use of unpaved roads and parking lots for vehicle travel.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities	**Consistent.** The 3022 Western Project is located in the South Los Angeles Community Plan area, an urban area with significant transportation infrastructure that

Table 3.3-1
3022 Western Project Consistency
with Applicable Policies from the City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
in order to reduce Vehicle Trips and/or Vehicle Miles Traveled (VMT) as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	will help reduce vehicle commuting. This infrastructure includes public transit such as Metro Line 207 which provides north-south service on Western Avenue and Line 38 which runs east-west on Jefferson Boulevard, as well as the Metro E Line. The 3022 Western Project's design also includes a 970-square-foot bike parking facility with work repair area to support bicycling activities.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting), in both the public and private sectors, in order to reduce work trips.	**Consistent.** The 3022 Western Project would provide access to high speed internet. The Project's high-speed connectivity would support telecommuting and work-from-home setups. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home.[6] As such, the 3022 Western Project could help reduce commuting to the workplace through telecommuting at the new residences on-site.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Consistent.** The 3022 Western Project discourages single-occupancy vehicles by providing approximately 0.5 spaces per residence, which is a key market disincentive to using single-occupant vehicles, as car ownership would be lower for residents as a result of the limited on-site parking. The 3022 Western Project's location would instead promote the use of public transit, including Metro Line 207 which provides north-south service on Western Avenue and Line 38 which runs east-west on Jefferson Boulevard, in addition to the Metro E Line. Finally, the provision of 94 bicycle parking spaces and a bike repair facility would further reduce demand for auto parking for residents, workers, and visitors.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Consistent.** The 3022 Western Project discourages single-occupancy vehicles by providing approximately 0.5 spaces per residence, which is a key market disincentive to using single-occupant vehicles, as car ownership would be lower for residents as a result of the limited on-site parking. The 3022 Western Project's location would instead promote the use of public transit, including Metro Line 207 which provides north-south service on Western Avenue and Line 38 which runs

[6] National Bureau of Economic Research, "How Many Jobs Can Be Done at Home?," June 2020, https://www.nber.org/papers/w26948.

Table 3.3-1
3022 Western Project Consistency
with Applicable Policies from the City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
	east-west on Jefferson Boulevard, in addition to the Metro E Line. Finally, the provision of 94 bicycle parking spaces and a bike repair facility would further reduce demand for auto parking for residents, workers, and visitors.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** As provided below in Section 3.16 of this technical memorandum, the 3022 Western Project's traffic impacts would be less than significant. For peak hour travel that is necessary, residents, employees, and visitors can take advantage of the 3022 Western Project's proximity to transit service, including Metro Line 207 which provides north-south service on Western Avenue and Line 38 which runs east-west on Jefferson Boulevard, as well as the Metro E Line. The provision of 94 bicycle parking spaces would further reduce demand for auto parking for residents, workers, and visitors. Finally, the 3022 Western Project's design includes an approximately 970-square-foot bike parking facility and repair area.
Policy 4.1.1. Coordinate with all appropriate regional agencies [on] the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Consistent.** The 3022 Western Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remain at the local level.	**Consistent.** The 3022 Western Project would be reviewed and environmentally cleared at the local level. This includes ensuring consistency with the South Los Angeles Community Plan.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The 3022 Western Project would be an infill development that provides commercial uses on the Project Site that could provide employment for residents of the Project itself or residents from the general area. Further, the 3022 Western Project would provide residential uses approximately 2.3 miles from the Downtown Los Angeles core, which would improve accessibility to places of employment as well as to shopping and other establishments.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The 3022 Western Project's inclusion of 94 bicycle parking spaces and a bicycle repair facility would encourage bicycle use as a form of transportation. In addition, the 3022 Western Project would include electric vehicle charging spaces and electric vehicle supply wiring (EV-ready) consistent with Los Angeles

Table 3.3-1
3022 Western Project Consistency
with Applicable Policies from the City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
	Municipal Code requirements. Finally, the 3022 Western Project would include pedestrian improvements along Western Avenue, including upgrades and repairs to the sidewalk.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The 3022 Western Project's air quality impacts are analyzed in this technical memorandum and as discussed herein, would be less than significant. The 3022 Western Project's transit proximity would substantially reduce air quality emissions due to the significant reduction in vehicle trips.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The 3022 Western Project's design and location emphasize alternatives to the vehicle by eliminating the need for much off-site travel needs based on the Project's inclusion of on-site commercial uses as well as the Project Site's walking proximity to grocery and food amenities at the intersection of Jefferson Boulevard and Western Avenue (approximately 0.2 miles away), substantially reducing trip generation impacts during peak hours. As such, on-site parking is limited. For off-site travel needs, the 3022 Western Project is located in an urban area with significant infrastructure to facilitate alternative transportation modes, including Metro Lines 207 and 38, as well as the Metro E Line. Finally, the 3022 Western Project's design includes an approximately 970-square-foot bike parking facility and repair area.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** This policy calls for the City to encourage waste reduction and recycling. Nevertheless, the 3022 Western Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption.
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	**Consistent.** The 3022 Western Project would be designed to meet the applicable requirements of the State's Green Building Standards Code and the City of Los Angeles' Green Building Code.
Source: DKA Planning, 2022.	

Summary of 2022 AQMP and City of Los Angeles General Plan Air Quality Element Consistency

To summarize the preceding analysis: (1) Project-related growth would be consistent with the 2022 AQMP projections that are themselves based on SCAG's RTP/SCS projections; (2) the 3022 Western Project's infill location in a HQTA would be consistent with the latest regional land use planning strategies to reduce VMT and associated air emissions; and (3) to be discussed below, air emissions associated with the 3022 Western Project's construction and operations would neither exceed nor contribute to any exceedance of ambient air quality standards and thresholds, nor would they interfere with the AQMP's attainment of air quality standards or interim emissions reductions. As a result, the 3022 Western Project would not conflict with or obstruct the implementation of any applicable air quality plans, and its impact with respect to consistency with these plans would be less than significant.

Existing Setting

The Project Site is occupied by a vacant 5,967-square-foot commercial building and surface parking lot. As there are no active uses on the Project Site, this analysis assumes there are no existing anthropogenic emissions at this location.

Construction

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.5 model using assumptions from the 3022 Western Project's developer, including an estimated construction schedule of approximately 25 months. Some overlap between phases is anticipated, including grading and trenching for utilities, as well as concurrent construction of the development and application of architectural coatings while construction of the building is completed. Table 1.3-1, provided earlier, summarizes the potential construction schedule that was modeled for air quality impacts.

Project construction would commence with demolition of the existing 5,967-square-foot building, asphalt parking lot, and associated improvements. This would require the hauling of approximately 1,266 cubic yards of concrete, asphalt parking lot, green waste, and metal debris. The ultimate destination for these demolition materials will depend on the material, some of which would be moved to transfer facilities before moving to their ultimate destination, likely in Irwindale to the east of the Project Site. To provide a conservative estimate, this analysis assumes a single-trip haul distance of up to 40 miles for all demolition materials.

Following scraping of the Project Site, coarse and fine grading would result in approximately 13,827 cubic yards of dirt that would be exported from the Project Site, using haul trucks with a capacity of 10 cubic yards per truck. To provide a conservative estimate, this analysis also assumes a single-trip haul distance of up to 40 miles. The use of a location closer than 40 miles would result in lower emissions for the 3022 Western Project than those disclosed below.

The 3022 Western Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, which would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions.

- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

In addition, the 3022 Western Project would also implement Mitigation Measure AQ1 from the Certified EIR, which calls for the implementation of best management control measures, also considered best management practices, that would be implemented by the construction contractor. This includes the use of engines certified as Tier 4 by the California Air Resources Board (CARB) for equipment 50 horsepower or more, which would exclude smaller equipment like cement and mortar mixers and pressure washers.

Regional Emissions

Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. Fugitive dust emissions would primarily result from demolition and grading activities. NO_X emissions would primarily result from the use of construction equipment and truck trips. During the building finishing phase and the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources.

As stated above, it is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle

undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with Project construction activities by approximately 61 percent. These measures are consistent with the Certified EIR's Mitigation Measure AQ1, which call for best management practices to control construction-related emissions.

As shown in Table 3.3-2**,** the construction of the 3022 Western Project would produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the 3022 Western Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Table 3.3-2
Estimated Daily 3022 Western Project
Construction Emissions – Unmitigated

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2024	3.8	36.2	36.9	0.1	10.0	3.2
2025	13.0	25.9	37.4	0.1	2.5	1.2
2026	12.8	25.0	36.8	0.1	2.4	1.1
Maximum Regional Total	**13.0**	**36.2**	**37.4**	**0.1**	**10.0**	**3.2**
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	**12.4**	**14.4**	**14.2**	**<0.1**	**5.8**	**1.7**
Localized Threshold	**N/A**	**74**	**680**	**N/A**	**5**	**3**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

The construction dates are used for the modeling of air quality emissions in the CalEEMod software and reflect a start date in January of 2024, with construction being completed in January of 2026. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Does not assume implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)
Source: DKA Planning, 2023, based on CalEEMod 2022.1.1.5 model runs (included in Appendix A).
Localized significance threshold (LST) analyses based on one-acre site with 25-meter distances to receptors in Central Los Angeles source receptor area (SRA).

Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the 3022

Western Project.[7] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Central Los Angeles SRA based on construction site acreage that is less than or equal to one acre.[8] Potential impacts were evaluated at the closest off-site sensitive receptor, which would be the residences directly south of the Project Site.

As shown in Table 3.3-2**,** above**,** the 3022 Western Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD. As such, the results of the LST analysis indicate that Mitigation Measure AQ1 from the Certified EIR, calling for the use of cleaner construction equipment, is not required to mitigate any significant impacts. Nevertheless, it would reduce particulate emissions even further than disclosed above.

These estimates assume the use of Best Available Control Measures (BACM) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the Project Site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age; the elderly over 65 years of age; athletes; and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located on a largely residential stretch of Western Avenue, with more residential neighborhoods flanking the corridor to the east and west. Existing and future sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following:

- Residences, 3112 Western Avenue, approximately five feet south of the Project Site.

[7] SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

[8] The Project Site is located in the Central Los Angeles SRA, one of 37 SRAs in the region. SCAQMD defines an SRA as a geographic area with relatively uniform ambient air quality based on local meteorology, terrain, sources, and other criteria that warrant continuous air quality monitoring.

- Residences, 3100 block of Hobart Boulevard, as close as approximately 40 feet east of the Project Site.

- Residences, 3023 Western Avenue, approximately 80 feet west of the Project Site.

- Residences (proposed), 3101 Western Avenue, approximately 80 feet west of the Project Site.

- Residences, 2018 West 31st Street, approximately 220 feet west of the Project Site.

- Residences, 1823 Jefferson Boulevard, approximately 270 feet southwest of the Project Site.

If a project were to produce maximum daily emissions of regulated pollutants that exceed the applicable LST thresholds, or if construction activities generate significant emissions of toxic air contaminants (TACs) that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively, the Project's potential impacts could expose sensitive receptors to substantial pollutant concentrations. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in Table 3.3-2, above, during construction of the 3022 Western Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are generally within 100 meters of the 3022 Western Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern. It should be noted that Mitigation Measure AQ1 from the Certified EIR calls for contractors to use best management practices that reduce criteria pollutant emissions. These BACMs could include, but not be limited to, using electricity from power poles rather than using diesel-powered generators and using materials that do not require painting, as feasible, all of which would further reduce emissions. In addition, the results of the LST analysis indicate that Mitigation Measure AQ1 from the Certified EIR, calling for the use of cleaner construction equipment as needed, is not required to mitigate any significant impacts.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously and continuously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not

be sufficient to result in substantial pollutant concentrations at off-site sensitive receptor locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the 3022 Western Project is anticipated to be approximately 25 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the 3022 Western Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

Operation

Operational emissions of criteria pollutants would come from area sources and mobile sources. Area sources include natural gas for space heating and water heating, gasoline-powered landscaping and maintenance equipment, consumer products such as cleaning supplies, and architectural coatings for routine maintenance. CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The 3022 Western Project would also produce long-term emissions to the region primarily from motor vehicles that access the Project Site. The 3022 Western Project could add approximately 609 vehicle trips on a peak weekday at the start of operations in 2026.[9] This activity could generate approximately 3,909 daily VMT.

As shown in Table 3.3-3, during operation, the 3022 Western Project would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts of the 3022 Western Project on regional and localized air quality would be less than significant.

Table 3.3-3
Estimated Daily 3022 Western Project Operational Emissions – Unmitigated

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	2.6	0.1	7.7	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.4	0.2	<0.1	<0.1	<0.1
Mobile Sources	1.9	1.3	15.1	<0.1	1.3	0.2
Regional Total	**4.6**	**1.8**	**23.0**	**<0.1**	**1.3**	**0.3**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Localized Total	**2.6**	**0.5**	**7.9**	**<0.1**	**<0.1**	**<0.1**

[9] Overland Traffic Consultants, Inc., Traffic Assessment for 3022 S. Western Mixed-Use Project, November 2022.

Table 3.3-3
Estimated Daily 3022 Western Project Operational Emissions – Unmitigated

Localized Significance Threshold	**N/A**	**74**	**680**	**N/A**	**2**	**1**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

Source: DKA Planning, 2023, based on CalEEMod 2022.1.1.5 model runs (included in Appendix A).
LST analyses based on one-acre site with 25-meter distances to receptors in Central LA source receptor area.

Sensitive Receptors

The Project Site would be developed with land uses that are not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, or petroleum refinery uses). The 3022 Western Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the proposed commercial uses would be below thresholds warranting further study under the California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[10] The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[11] Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxins associated with 3022 Western Project operations include diesel particulate matter (DPM) from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the 3022 Western Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units)

[10] CARB, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

[11] SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

and has provided guidance for analyzing mobile source diesel emissions.[12] Based on this guidance, the 3022 Western Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units, and would reduce diesel truck traffic, including those with refrigeration units, by removing the existing food processing facility. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than 5 minutes at any given time, which would further limit diesel particulate emissions.

As the 3022 Western Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the 3022 Western Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The 3022 Western Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the 3022 Western Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to two key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities and uses. Therefore, 3022 Western Project impacts would be less than significant.

Odors

The 3022 Western Project does not propose a land use that is commonly associated with odor complaints, such as water treatment facilities, food factories, or agricultural uses. Accordingly, impacts with regard to odors are reasonably expected to be less than significant. SCAQMD regulations that govern nuisances, such as Rule 402, would regulate any occasional odors that may occur.

Conclusion

As demonstrated above, the 3022 Western Project would result in less than significant impacts related to air quality during both construction and operation. The 3022 Western Project would therefore not result in new or increased significant impacts beyond those already identified in the Certified EIR.

[12] SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

Mitigation Measures

While the analysis provided above demonstrates that implementation of the 3022 Western Project would not require any mitigation measures related to air quality, the 3022 Western Project would nevertheless implement Mitigation Measure AQ1 from the Certified EIR.

Cumulative Impacts

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable. Individual projects that would not generate emissions in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As shown above, the 3022 Western Project's emissions would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the 3022 Western Project's contribution to cumulative air quality impacts would be less than significant.

3.3.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to air quality have occurred and no substantial pollutant emissions or concentrations have been identified within the vicinity of the Project Site since certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.3.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to air quality that would result in new or more severe significant environmental impacts.

3.3.5 EIR's Mitigation Measures Addressing Impacts

As stated above, the Certified EIR included Mitigation Measure AQ1 to address impacts with respect to air quality during the construction of specific projects. While the analysis provided above demonstrates that implementation of the 3022 Western Project would not require any mitigation measures related to air quality, the 3022 Western Project would nevertheless implement Mitigation Measure AQ1 from the Certified EIR.

3.3.6 Conclusion

Based on the above, no new significant impacts or a substantial increase in previously identified impacts to air quality would occur as a result of the 3022 Western Project. Therefore, the impacts to air quality as a result do not meet the standards for a subsequent or supplemental EIR pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.

3.4 Biological Resources

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
BIOLOGICAL RESOURCES: Would the project:					
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant	No	No	No	No
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact	No	No	No	No
(c) Have a substantial adverse effect on state or federally-protected wetlands, (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact	No	No	No	No
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant	No	No	No	No
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant	No	No	No	No
(f) Conflict with the provisions of an	No Impact	No	No	No	No

	adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

This section is based in part on the Certified EIR and the following item, which is included as **Appendix B** to this technical memorandum:

B Street Tree Report, 3022 Western Avenue, The Tree Resource, September 30, 2022.

3.4.1 Impact Determination in the EIR

As stated in the Certified EIR, due to the fully urbanized nature of the Community Plan Area, and lack of active rare, endangered, or threatened habitats within or near the Community Plan Area, it is unlikely that candidate, sensitive, or special status species may be impacted directly or through habitat modification as a result of implementation of the Community Plan. The Community Plan Area is fully urbanized and the dense urban development that has occurred over the years has greatly impacted natural vegetation. In addition, there are no undeveloped natural open space areas within or near the Community Plan Area and the Community Plan Area does not contain any riparian habitats or other sensitive natural communities. The Certified EIR also determined that compliance with the City's Tree Preservation Ordinance would ensure that there would be no net loss of protected trees in the Community Plan Area. Therefore, the Certified EIR concluded that implementation of the Community Plan would result in a less than significant impact with respect to biological resources.

Mitigation Measures

No significant impacts were identified related to biological resources. Therefore, no mitigation measures were required.

3.4.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

The Project Site currently contains an approximately 5,967-square-foot warehouse building and surface parking lot. As stated above, the Community Plan Area is fully urbanized and is unlikely to contain candidate, sensitive, or special status species. As the Project Site is currently fully developed, development of the 3022 Western Project would not result in the removal of any habitat. Therefore, the 3022 Western Project would not result in new significant impacts related to candidate, sensitive, or special status species. In addition, there are no riparian areas located on or adjacent to the Project Site, and there are no wetlands or water features on the Project Site.

Therefore, the 3022 Western Project would result in no impact with respect to riparian habitats and wetlands.

According to the tree report prepared for the Project Site (included in Appendix B), there are no trees or shrubs on the Project Site that would be considered protected by the City's Native Tree Protection Ordinance. The tree report also noted four trees located in the parkway perimeter that are considered street trees. One of these street trees would be removed and replaced in accordance with the existing tree replacement requirements of the City's Division of Urban Forestry, while the remaining three street trees would be retained and protected in place. Therefore, the 3022 Western Project would not conflict with any tree preservation policy or ordinance and therefore no impact would occur.

Therefore, the 3022 Western Project would therefore not result in new or increased significant impacts beyond those already identified in the Certified EIR.

Mitigation Measures

None required.

Cumulative Impacts

With regard to cumulative effects on biological resources, no such resources are located on the Project Site or in the surrounding area. The related projects would be required to comply with the Migratory Bird Treaty Act to avoid impacts to nesting birds, where applicable, and the related projects in the City of Los Angeles would also be subject to the City's tree replacement requirements where the removal of trees is proposed. In addition, the Project would have no significant impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. Therefore, cumulative impacts with respect to biological resources would be less than significant.

3.4.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to biological resources have occurred and no substantial new biological resources have been identified within the vicinity of the 3022 Western Project since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.4.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to biological resources that would result in new or more severe significant environmental impacts.

3.4.5 Mitigation Measures Addressing Impact

Because the EIR determined the Project would have no significant impacts with respect to biological resources, no mitigation measures were required. Implementation of the 3022 Western Project does not change these impact determinations. Therefore, no additional mitigation measures are required.

3.4.6 Conclusion

Based on the above, no new significant impacts to biological resources or a substantial increase 3022 Western Project. Therefore, the adoption of the 3022 Western Project does not meet the conditions for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162.

3.5 Cultural Resources

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
CULTURAL RESOURCES: Would the project:					
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?	Significant and Unavoidable	No	No	No	No
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	Less Than Significant With Mitigation	No	No	No	Yes
(c) Disturb any human remains, including those interred outside of formal cemeteries?	Less Than Significant	No	No	No	No

3.5.1 Impact Determination in the EIR

Historic Resources

According to the Certified EIR, the Community Plan does not intend to affect designated historical resources (e.g., Historic-Cultural Monuments (HCMs) or properties within a Historic Preservation Overlay Zone (HPOZ)) or reasonably expect to incentivize development of properties with designated historical resources. The Community Plan includes specific policies and regulations intended to provide further protection for historical resources in the Community Plan Area that have not yet been designated. Specifically, the Community Plan establishes CPIO Districts with subareas in which demolition of "eligible historic resources" in those subareas would no longer be ministerial "by right" approvals, and therefore would be further protected under CEQA. For informational purposes, when compared to current processes, the Community Plan is expected to have a neutral or beneficial impact to designated historical resources and a beneficial impact to non-designated resources, due to these plan standards.

The Community Plan incorporates changes that will assist in further protecting both designated and eligible historic resources (including a new process that requires historical resource review of projects involving properties in SurveyLA in CPIO Subareas), and the City has an existing regulatory framework for the protection of historical resources. However, it is possible that demolition and/or significant alteration to some of the historical resources identified in the Certified EIR may occur. Therefore, impacts from implementation of the Community Plan related to historic resources would be significant and unavoidable, as identified in the Certified EIR.

Archaeological Resources

As discussed in the Certified EIR, the Community Plan Area is highly urbanized and any archaeological resources that may have existed at the surface have likely been disturbed by past development. Therefore, the uppermost sediments within the Community Plan Area are not likely to contain known archaeological resources. However, there is the potential that new development that includes ground-disturbing activities that would go beyond man-made fills could impact previously unknown archaeological resources. Mitigation Measure CR1, provided below, was proposed to reduce impacts related to archaeological resources to a less than significant level.

Human Remains

The South Los Angeles Community Plan Area contains one formal cemetery, the Angelus-Rosedale Cemetery, and no historic or prehistoric human remains are known to occur within the Community Plan Area outside of this formal cemetery. In addition, the Community Plan Area is highly urbanized, and any unmarked cemeteries or graves that may have existed at the surface have likely been disturbed by past development. Nevertheless, while the potential to disturb human remains interred outside of formal cemeteries is low given the level of human activity, it is possible that unknown human remains could be unearthed during excavation and grading activities. However, in accordance with California Health and Safety Code Section 7050.5, if any human remains are encountered during construction, the City will require that work in the immediate area of the find be halted and the Los Angeles County Coroner be contacted. It was found that no further disturbance will occur until the Los Angeles County Coroner has made the necessary findings as to origin and disposition. If the remains are determined to be those of a Native American, the Native American Heritage Commission in Sacramento shall be contacted before the remains are removed in accordance with PRC Section 21083.2. Therefore, the Certified EIR determined that implementation of the Community Plan would result in a less than significant impact related to human remains.

Mitigation Measures

The following mitigation measures were included in the Certified EIR to reduce impacts related to cultural resources:

CR1 Any approval of a project within a CPIO Subarea (excluding Residential Subareas M, N, and O) that involves construction-related soil disturbance shall require that if during construction activities any cultural materials are encountered, construction activities within a 50-meter radius shall be halted immediately and the project applicant shall notify the City. A qualified archeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. However, those activities could continue in other areas of the project site. If the find were determined to be significant by the archeologist, the City and the archeologist would meet to determine the appropriate course of action. All cultural materials recovered from the site would be subject to scientific

analysis, professional museum curation, and a report prepared according to current professional standards.

CR2[13] Any approval of a project within a CPIO Subarea (excluding Residential Subareas M, N, and O) that involves construction-related soil disturbance shall require that during excavation and grading, if paleontological resources are uncovered, all work in that area shall be halted immediately and the project applicant shall notify the City. The project applicant shall retain a paleontologist to assess the nature, extent, and significance of any cultural materials that are encountered and to recommend appropriate methods to preserve any such resources. Said paleontologist will have the authority to put a hold on grading operations and mark, collect and evaluate any paleontological resources found on the site where it is discovered during construction. Said paleontologist shall be provided a reasonable amount of time to prepare and implement protection measures coordinating with the City of Los Angeles Building and Safety Department. Any paleontological remains and/or reports and surveys shall be submitted to the Los Angeles County Natural History Museum.

3.5.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

Historic Resources

The existing building is not currently listed under national, state, or local landmark or historic district programs, nor was it identified in SurveyLA. Therefore, the existing building is not a historical resource subject to CEQA, and the 3022 Western Project would result in no impact with respect to historic resources.

Archaeological Resources and Human Remains

The 3022 Western Project would be located in an urbanized area on a Project Site that has been previously developed. While unlikely, it is possible that unknown archaeological resources or human remains could exist at the Project Site and could be encountered during excavation for the proposed subterranean parking level. Therefore, the 3022 Western Project would be subject to Mitigation Measure CR1, which would minimize impacts in the event archaeological resources are encountered during construction. In addition, the 3022 Western Project would comply with existing regulations, such as California Health and Safety Code Section 7050.5, which would minimize impacts in the event any human remains are encountered during construction. Therefore, the 3022 Western Project's impacts would be less than significant and the 3022

[13] Mitigation Measure CR2 was provided in the Cultural Resources section of the Certified EIR. However, as a result of the changes to the CEQA Guidelines, the issue of paleontological resources is now addressed within the Geology and Soils section. Therefore, for the 3022 Western Project, Mitigation Measure CR2 is discussed under Geology and Soils, further below.

Western Project would not result in new or increased significant impacts beyond those already identified in the Certified EIR.

Mitigation Measures

The 3022 Western Project would implement Mitigation Measure CR1 from the Certified EIR. Based on changes to the CEQA Guidelines, the issue of paleontological resources is now addressed as part of the Geology and Soils analysis. Therefore, the discussion of Mitigation Measure CR2 as it relates to the 3022 Western Project has been provided under Geology and Soils, further below.

Cumulative Impacts

With regard to potential cumulative impacts to historic resources, as discussed above, the 3022 Western Project would not result in any direct or indirect impacts to a historical resource. Therefore, the 3022 Western Project would not have the potential to contribute toward any significant cumulative impacts related to historic resources. With regard to potential cumulative impacts to archaeological resources, paleontological resources, and human remains, such potential impacts are generally site-specific as they relate to the particular underlying conditions of a site. After implementation of mitigation measures, the 3022 Western Project's impacts to archaeological and paleontological resources would be less than significant. In addition, regarding human remains, the 3022 Western Project would comply with existing regulations regarding the inadvertent discovery of human remains. Like the 3022 Western Project, the related projects are located in an urbanized area that has been previously disturbed. Each related project would be assessed for the potential to encounter archaeological and paleontological resources, as well as human remains, and if necessary, would implement mitigation measures similar to the Project. Further, like the 3022 Western Project, each of the related projects would be subject to regulatory requirements related to the inadvertent discovery of these resources. Therefore, cumulative impacts with respect to archaeological resources, paleontological resources, and human remains would be less than significant.

3.5.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to cultural resources have occurred and no substantial new cultural resources have been identified within the vicinity of the Project since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.5.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to cultural resources that would result in new or more severe significant environmental impacts.

3.5.5 Mitigation Measures Addressing Impact

As stated above, the 3022 Western Project would implement Mitigation Measure CR1 from the Certified EIR. Implementation of this measure would ensure that the 3022 Western Project's impacts with respect to archaeological resources are less than significant. No additional mitigation measures are required.

3.5.6 Conclusion

Based on the above, no new significant impacts to cultural resources or a substantial increase in previously identified cultural resource impacts would occur as a result of the Project. Therefore, the adoption of the 3022 Western Project does not meet the conditions for a subsequent or supplemental EIR pursuant to PRC Section 21166 CEQA Guidelines Section 15162.

3.6 Energy

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
ENERGY: Would the project:					
(a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant	No	No	No	No
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less Than Significant	No	No	No	No

This section is based on the Certified EIR and the following item, which is included as **Appendix C** to this technical memorandum:

C Utility Technical Report, Labib Funk + Associates, December 13, 2022.

3.6.1 Impact Determination in the EIR

Electricity

As stated in the Certified EIR, the electricity usage in the South Los Angeles Community Plan Area under the proposed Community Plan is estimated to be 2,410,621 kilowatt hours (kWh) per day. This is a 10 percent increase compared to 2010 existing conditions and the estimated increase in demand for electricity resulting from the Community Plan represents less than one percent of the total electricity supplied in 2010. The Los Angeles Department of Water and Power (LADWP) experienced an average Peak Demand of 4,585 megawatts (MW) in 2010. If the average Peak Demand occurred continuously, 24 hours per day, for an entire year, LADWP would have produced 40,164,600,000 kWh. This theoretical maximum capacity scenario would leave LADWP with an additional 23,135,160,000 kWh of potential electricity production.

As further discussed in the Certified EIR, LADWP projects annual peak demand growth over the next 20 years to be approximately 1.3 percent and predicts their 2030 peak demand would be 8,116 MW. LADWP's estimated 2030 peak demand considers potential and likely changes that would increase the amount of electricity people will consume such as purchasing more air conditioners and the increased use of electric vehicles. The Community Plan would increase existing demand for electricity by less than one percent, which is reflected in LADWP's projected

increase in peak demand for electricity. LADWP estimates they will produce 11,277 MW in 2030, which would be 3,161 MW or 28 percent more than the projected peak demand in 2035. Therefore, LADWP would generate adequate electrical supply at existing and planned facilities to provide electricity to development under the Community Plan.

New development occurring under the Community Plan would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires local jurisdictions to use energy efficient appliances, weatherization techniques, and efficient cooling and heating systems to reduce energy demand stemming from new development. In addition, development occurring from the implementation of the Community Plan would be required to comply with the City of Los Angeles' Green Building Code Energy Efficiency requirements. Consequently, as projects are built, they would be in compliance with all applicable energy conservation plans and policies of the City. Therefore, implementation of the Community Plan would result in less than significant impacts related to electricity.

Natural Gas

As discussed in the Certified EIR, natural gas usage in the South Los Angeles Community Plan Area under the proposed Community Plan is estimated to be 4,930,156 cubic feet (cf) per day. This is three percent increase in natural gas usage compared to 2010. The estimated increase in demand for natural gas resulting from the Community Plan represents less than two percent of total natural gas supplied in 2010.

SoCalGas' total supply capacity is nearly 2.7 trillion cubic feet per year. Of the total supply capacity by SoCalGas, 534 billion cf was consumed in 2010 in the SoCalGas service territory, or 20.1 percent of total supply capacity. The increase in natural gas usage from the Community Plan is less than one percent of SoCalGas' remaining supply capacity, which is currently 79.9 percent excess capacity. The 2012 California Gas Report provides estimates of projected supply and demand within the SoCalGas service area over the 2010 to 2030 planning horizon. In 2030, SoCalGas projects gas demand to be 2,467 million cubic feet per day and to have an available supply of 3,875 million cubic feet per day or 1.4 quadrillion cf/year. Development under the Community Plan would consume less than one percent of SoCalGas' 2030 projected available supply. Therefore, development under the Community Plan would result in less than significant impacts related to the inefficient use of natural gas.

Mitigation Measures

Impacts related to energy were determined to be less than significant. Therefore, no mitigation measures were required.

3.6.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

Wasteful, Inefficient, or Unnecessary Consumption of Energy

This analysis relies on Appendix F of the CEQA Guidelines. In addition, with regard to potential impacts to energy, the *L.A. CEQA Thresholds Guide* states that a determination of significance shall be made on a case-by case basis, considering the following factors:

- The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure; or capacity-enhancing alterations to existing facilities;
- Whether and when the needed infrastructure was anticipated by adopted plans; and
- The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements.

In accordance with Appendix G and the *L.A. CEQA Thresholds Guide,* the following six factors will be considered in determining whether this threshold of significance is met:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed;
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
3. The effects of the project on peak and base period demands for electricity and other forms of energy;
4. The degree to which the project complies with existing energy standards;
5. The effects of the project on energy resources; and
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Each of these factors is discussed in detail below.

> *1) The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.*

Construction

Electricity

Construction activities would consume relatively minor quantities of electricity to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. This electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines located along the alley at the eastern side of the Project Site. Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators would be used during construction.

The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed, and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. In addition, construction electricity usage would replace the electricity usage associated with the existing buildings. Overall, construction activities associated with the 3022 Western Project would require limited electricity generation that would not be expected to have an adverse impact on available electricity supplies.

Natural Gas

Construction activities, including the construction of new buildings, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities, and thus there would be no natural gas demand during construction of the 3022 Western Project.

Transportation Energy

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Project construction contractors would comply with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other TACs. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h)) to reduce NO_X, PM_{10}, and $PM_{2.5}$ emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023.[14] In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repowering

[14] California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf.

of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014, and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. Compliance with the above anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities.

Operation

The 3022 Western Project does not propose any changes to the zoning or land use designation for the Project Site. In addition, State Density Bonus law was originally enacted in 1979 and therefore was in effect at the time the Certified EIR was prepared for the Community Plan. Therefore, the use of a density bonus as a result of the provision of affordable housing is a foreseeable part of the implementation of the Community Plan, and the 3022 Western Project's energy impacts were therefore accounted for within the analysis contained in the Certified EIR. Consistent with the Certified EIR, the 3022 Western Project would be served by LADWP and SoCalGas, which have an obligation to serve the Project Site. Existing electricity infrastructure includes overhead power lines along the alley on the eastern side of the Project Site. Existing natural gas infrastructure includes a two-inch gas main in Western Avenue.

Electricity

As shown in Table 3.6-1, the 3022 Western Project would result in a projected on-site demand for electricity totaling approximately 741,565 kWh per year, approximately 742 megawatt hours (mWh) per year, or approximately 2,032 kWh per day.

Table 3.6-1
3022 Western Project Electricity Demand

Land Use	Total (kWh/yr)
Multi-Family Residential	438,862
Commercial	62,500
Parking	240,203
3022 Western Project Total	**741,565**

kWh = kilowatt-hour yr = year
Source: Utility Technical Report (Table 8), included as Appendix C of this technical memorandum.

Based on LADWP's 2017 Final Power Strategic Long-Term Resource Plan (SLTRP), LADWP forecasts that its total energy sales in the 2025-2026 fiscal year (the 3022 Western Project's full

buildout year) will be 23,537 GWh of electricity.[15,16] As such, the Project-related net increase in annual electricity consumption of approximately 742 MWh per year would represent approximately 0.003 percent of LADWP's projected sales in 2025-2026. Thus, there is adequate supply capacity to serve the 3022 Western Project. Therefore, the LADWP's current and planned electricity supplies would be sufficient to support the 3022 Western Project's electricity consumption, which is confirmed by the "will serve" letter received from LADWP (included as Appendix B of the Utility Technical Report). The 3022 Western Project would not require the acquisition of additional electricity supplies beyond those that exist or anticipated by the LADWP. Further, the 3022 Western Project would be in compliance with Title 24 of the California Code of Regulations (CCR) (CalGreen) requiring building energy efficiency standards, and would also be in compliance with the LA Green Building Code. Electrical service would be provided in accordance with the LADWP's Rules Governing Water and Electric Service.[17] It should also be noted that the 3022 Western Project's estimated electricity consumption is based on usage rates that do not account for any energy conservation features or updates to the Los Angeles Building Code. This represents a conservative (worst-case scenario) approach. Therefore, actual electricity consumption from the 3022 Western Project would likely be lower than that forecasted. Based on the above analysis, the 3022 Western Project's impacts related to the consumption of electricity would be less than significant.

Natural Gas

As shown in Table 3.6-2, the 3022 Western Project would result in a projected on-site demand for natural gas totaling approximately 0.0516 million cubic feet per year (or approximately 141 cubic feet per day). Based on the 2022 California Gas Report, the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas' planning area will be approximately 2,251 million cf per day in 2026 (the 3022 Western Project's full buildout year).[18] The 3022 Western Project would account for approximately 0.000006 percent of the 2026 forecasted consumption in SoCalGas' planning area, and thus there would be adequate supply to serve the 3022 Western Project, which is confirmed by the "will serve" letter received from SoCalGas (included as Appendix G of the Utility Technical Report).

Table 3.6-2
3022 Western Project Natural Gas Demand

Land Use	Total (MMCF)
Multi-Family Residential	0[a]
Commercial	0.0516
Parking	0

[15] LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

[16] LADWP, 2017 Final Power Strategic Long-Term Resource Plan, December 2017, Appendix A.

[17] LADWP Rules Governing Water and Electric Service: http://netinfo.ladbs.org/ladbsec.nsf/d3450fd072c7344c882564e5005d0db4/0476e63f972b28e288256b79007c417d/$FILE/Rule%2016-d.pdf.

[18] California Gas and Electric Utilities, 2022 California Gas Report, p. 185.

Table 3.6-2
3022 Western Project Natural Gas Demand

Land Use	Total (MMCF)
3022 Western Project Total	**0.0516**

MMCF = 1,000,000 cubic feet
[a] City of Los Angeles Ordinance 187714 requires that all newly constructed buildings be electric buildings. However, this ordinance allows for cooking equipment within restaurants to use natural gas. Therefore, this analysis assumes that only the Project's commercial uses would require natural gas.
Source: Utility Technical Report (Table 9), included as Appendix C of this technical memorandum.

The 3022 Western Project operation would result in the irreversible consumption use of non-renewable natural gas and would thus limit the availability of this resource. However, the continued use of natural gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. The 3022 Western Project would be in compliance with the City's Green Building Ordinance and would thus exceed the standards in Title 24 of the CCR requiring building energy efficiency standards. Therefore, because of energy efficient design features, compliance with the Green Building Ordinance, adequate projected supply and the obligation of SoCalGas to service the Project Site, 3022 Western Project impacts related to natural gas would be less than significant.

Transportation Energy

During operation, Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. As noted previously, the Project Site is located in an HQTA designated by SCAG that indicates that the Project Site is an appropriate site for increased density and employment opportunities from a "smart growth" regional planning perspective. Further, extensive public bus and rail transit service is provided within the 3022 Western Project area, including the Expo Western Metro Rail Station (E Line), Metro Route 207, Metro Route 14/37, Metro Route 35/38, and DASH Midtown. Thus, the existing transit services in the vicinity of the Project Site would provide Project residents and guests with various public transportation opportunities in lieu of driving. Additionally, the 3022 Western Project would provide bicycle storage areas for residents and guests.

During 3022 Western Project operations, vehicles travelling to and from the Project Site are assumed to comply with Corporate Average Fuel Economy (CAFÉ) fuel economy standards. Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards, which are designed to reduce vehicle greenhouse gas (GHG) emissions but would also result in fuel savings in addition to CAFE standards. It is anticipated that the future Project-related vehicle trips are expected to comply with CAFE standards and CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption.

Project-related vehicles would require a negligible fraction of the total state's transportation fuel consumption. Alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles

would be utilized by visitors to the Project Site would reduce the 3022 Western Project's consumption of gasoline and diesel. Therefore, 3022 Western Project operations would not result in wasteful, inefficient, and unnecessary consumption of energy.

2) The effects of the project on local and regional energy supplies and on requirements for additional capacity.

Construction

As discussed above, electricity would be intermittently consumed during the conveyance of the water used to control fugitive dust, as well as to provide electricity for temporary lighting and other general construction activities. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off to avoid unnecessary energy consumption. As energy consumption during 3022 Western Project construction activities would be relatively negligible, the 3022 Western Project would not likely affect regional energy consumption in years during the construction period.

Operation

As stated above, the Project-related increase in annual electricity consumption would represent approximately 0.003 percent of LADWP's projected sales in 2025-2026. Also, the Project's estimated increase in demand for natural gas would account for approximately 0.000006 percent of the forecasted 2026 consumption in SoCalGas's planning area. In summary, energy consumption during 3022 Western Project operations would be negligible, and energy requirements would be within LADWP's and SoCalGas's service provisions.

3) The effects of the project on peak and base period demands for electricity and other forms of energy.

Electricity demand during construction and operation of the 3022 Western Project would have a negligible effect on the overall capacity of LADWP's power grid and base load conditions. With regard to peak load conditions, LADWP's power system experienced an all-time high peak of 6,432 MW on August 31, 2017.[19] LADWP also estimates a peak load based on two years of data known as base case peak demand to account for typical peak conditions. Based on LADWP estimates for 2017, the base case peak demand for the power grid is 5,854 MW.[20] In comparison to the LADWP power grid base peak load of 5,854 MW in 2017, the 3022 Western Project would represent approximately 0.001 percent of the LADWP base peak load conditions. In addition, LADWP's annual growth projection in peak demand of the electrical power grid of 0.4 percent would be enough to account for future electrical demand by the 3022 Western Project.[21]

[19] LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.

[20] LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.

[21] LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.

Therefore, 3022 Western Project electricity consumption during operational activities would have a negligible effect on peak load conditions of the power grid.

4) The degree to which the project complies with existing energy standards.

Although Title 24 requirements typically apply to energy usage for buildings, construction equipment would also comply with Title 24 requirements where applicable. Electricity and natural gas usage during 3022 Western Project operations presented on Tables 3.6-1 and 3.6-2 would comply with Title 24 standards and CalGreen Code requirements, as well as the City's Green Building Code. Therefore, 3022 Western Project construction and operational activities would comply with existing energy standards with regards to electricity and natural gas usage.

With regard to transportation fuels, trucks, and equipment used during proposed construction activities, the 3022 Western Project would comply with CARB's anti-idling regulations as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in efficient use of construction-related energy. During 3022 Western Project operations, vehicles travelling to and from the Project Site are assumed to comply with CAFÉ fuel economy standards. Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards, which are designed to reduce vehicle GHG emissions but would also result in fuel savings in addition to CAFE standards. Therefore, 3022 Western Project construction and operational activities would comply with existing energy standards with regards to transportation fuel consumption.

5) Effects of the Project on Energy Resources

As discussed above, LADWP's electricity generation is derived from a mix of non-renewable and renewable sources such as coal, natural gas, solar, geothermal, wind, and hydropower. LADWP's 2017 SLTRP identifies adequate resources (natural gas, coal) to support future generation capacity.

Natural gas supplied to the Southern California is mainly sourced from out of state with a small portion originating in California. Sources of natural gas for the Southern California region are obtained from locations throughout the western United States as well as Canada.[22] According to the U.S. Energy Information Administration (EIA), the United States currently has over 80 years of natural gas reserves based on 2015 consumption.[23] Compliance with energy standards is expected to result in more efficient use of natural gas (lower consumption) in future years. Therefore, 3022 Western Project construction and operational activities would have a negligible effect on natural gas supply.

[22] California Gas and Electric Utilities, 2017 California Gas Report, 2017.

[23] U.S. Energy Information Administration, Frequently Asked Questions, www.eia.gov/tools/faqs/faq.php?id=58&t=8, accessed February 2019.

Transportation fuels (gasoline and diesel) are produced from crude oil, which is imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of consumption.[24] The 3022 Western Project would also comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards, which are designed to reduce vehicle GHG emissions but would also result in fuel savings in addition to CAFE standards. Therefore, 3022 Western Project construction and operational activities would have a negligible effect on the transportation fuel supply.

With regard to on-site renewable energy sources, as required under the City's Green Building Code, the 3022 Western Project would include the provision of conduit and rooftop allocation for a photovoltaic system. However, due to the Project Site location, other on-site renewable energy sources would not be feasible to install on-site as there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydroelectric, digester gas, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi- fuel facilities using renewable fuels. Additionally, wind-powered energy is not viable on the Project Site due to the lack of sufficient wind in the Los Angeles basin.

Specifically, based on a map of California's wind resource potential, the Project Site is not identified as an area with wind resource potential.[25]

6) The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The 3022 Western Project's design and proximity to job centers and other commercial and retail uses would allow for more residents to live closer to work and shopping, reducing associated VMT. The design of the 3022 Western Project, which includes dedicated bicycle parking and repair facilities and an improved streetscape on Western Avenue, would also encourage non-automotive forms of transportation such as walking or biking to destinations. In addition, extensive public bus and rail transit service is provided within the 3022 Western Project area.

Conclusion

As demonstrated in the analysis of the six criteria discussed above, the 3022 Western Project would not result in any wasteful, inefficient, or unnecessary consumption of energy during construction or operation. The 3022 Western Project's energy requirements would not significantly affect local and regional supplies or capacity. The 3022 Western Project's energy usage during peak and base periods would also be consistent with electricity and natural gas future projections for the region. Electricity generation capacity, and supplies of natural gas and

[24] BP Global, Oil reserves, https://www.bp.com/en/global/corporate/energy-economics/statistical-review-of-world-energy/oil/oil-reserves.html, accessed February 2019.

[25] CEC, National Renewable Energy Laboratory (NREL) Wind Prospector, https://maps.nrel.gov/wind-prospector/#/?aL=kM6jR-%255Bv%255D%3Dt%26qCw3hR%255Bv%255D%3Dt%26qCw3hR%255Bd%255D%3D1&bL=groad&cE=0&lR=0&mC=36.416862115300304%2C-120.421142578125&zL=8, accessed December 20, 2022.

transportation fuels, would also be sufficient to meet the needs of Project-related construction and operations. During operation, the 3022 Western Project would comply with the City's existing energy efficiency requirements under the City's Green Building Code. In summary, the 3022 Western Project's energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standards. Therefore, Project impacts related to energy use would be less than significant during construction and operation.

Conflict with or Obstruct Plan for Renewable Energy or Energy Efficiency

The energy conservation plans and policies relevant to the 3022 Western Project include the California Title 24 energy standards, the 2022 CALGreen building code, and the City of Los Angeles Green Building Code. As these conservation policies are mandatory under the City of Los Angeles Building Code, the 3022 Western Project would not conflict with or obstruct implementation of applicable plans for renewable energy or efficiency.

With regard to transportation related energy usage, the 3022 Western Project would comply with the goals of SCAG's 2020-2045 RTP/SCS, which incorporates VMT targets established by SB 375. The 3022 Western Project's proximity to Downtown Los Angeles and robust public transportation opportunities would serve to reduce VMT and associated transportation fuel usage within the region. In addition, vehicle trips generated during 3022 Western Project operations would comply with CAFÉ fuel economy standards. Based on the above, the 3022 Western Project would not conflict with adopted energy conservation plans, or violate State or federal energy standards. Therefore, 3022 Western Project impacts associated with regulatory consistency would be less than significant.

Therefore, the 3022 Western Project would not result in new or increased significant impacts beyond those already identified in the previously adopted EIR.

Mitigation Measures

None required.

Cumulative Impacts

With respect to energy, although future development would result in the irreversible use of renewable and non-renewable energy resources which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with growth expectations for LADWP and SoCal Gas. Further, in accordance with current building codes and construction standards, each of the related projects would be required to comply with Title 24 and the City's Green Building Code. Therefore, cumulative impacts with respect to energy would be less than significant.

3.6.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to energy use and resources have occurred since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.6.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to energy that would result in new or more severe significant environmental impacts.

3.6.5 Mitigation Measures Addressing Impact

Because the Certified EIR determined that the Project would have less than significant impacts with respect to energy, no mitigation measures were required. The 3022 Western Project does not change these impact determinations. Therefore, no additional mitigation measures are required.

3.6.6 Conclusion

Based on the above, no new significant impacts to energy or a substantial increase in previously identified energy impacts would occur as a result of the 3022 Western Project. Therefore, the adoption of the 3022 Western Project does not meet the conditions for a subsequent or supplemental EIR pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.

3.7 Geology and Soils

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
GEOLOGY AND SOILS: Would the project:					
(a) Directly or indirectly cause potential substantial adverse effects, including the risk or 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?	No Impact	No	No	No	No
(ii) Strong seismic ground shaking?	Less Than Significant	No	No	No	No
(iii) Seismic-related ground failure, including liquefaction?	Less Than Significant	No	No	No	No
(iv) Landslides?	Less Than Significant	No	No	No	No
(b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant	No	No	No	No
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less Than Significant	No	No	No	No
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less Than Significant	No	No	No	No
(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?	No Impact	No	No	No	No
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant With Mitigation	No	No	No	Yes

This section is based on the Certified EIR and the following item, which is included as **Appendix D** to this technical memorandum:

D Preliminary Geotechnical Investigation, GeoConcepts, Inc., September 8, 2022.

3.7.1 Impact Determination in the EIR

Seismic Hazards

As discussed in the Certified EIR, a review of the fault systems of Southern California revealed that no active or potentially active faults traverse the Community Plan Area. In addition, according to the most recent Alquist-Priolo Earthquake Fault Zoning Map (2014), the Community Plan Area is not located within an Alquist-Priolo Special Study Zone and Fault Rupture Study Area. The Community Plan would not expose people to substantial risk of injury as a result of fault rupture. Therefore, there would be no impact related to the rupture of a known earthquake fault.

All future development in the Community Plan Area would be required to meet the most current building and seismic codes. The City's plan check and permitting process ensures that all new construction adheres to adopted Building Code requirements and incorporates structural features and construction methods that meet seismic and geologic safety standards. Compliance with the California Building Code (CBC), the City Building Codes, and related applicable regulatory requirements would reduce the level of risk to future residents or users associated with strong seismic ground shaking on any particular site within the Community Plan Area, compared to existing conditions. Therefore, impacts related to strong seismic ground shaking would be less than significant.

Under the provisions of California state law and the City's Building Code, all new construction in liquefaction-prone areas would be required to prepare a geotechnical report. Additionally, for sites with mapped maximum considered earthquake spectral response, as determined by Section 1613 of the CBC, a liquefaction potential study of the site shall be provided, and the recommendations (including structural and foundation design features) incorporated in grading and construction plans. Compliance with the recommendations of the geotechnical report, as well as the City's Building Code and Grading Code, would reduce the liquefaction-related hazards. This impact is less than significant.

It is the City's standard practice to require the preparation, review, and approval of geotechnical reports for new developments in landslide susceptible areas. However, the Community Plan Area is relatively flat and does not contain any major hills or land forms. Additionally, there are no areas within the Community Plan Area identified as landslide zone areas on the Seismic Hazards Zone Maps of the California Department of Conservation, Division of Mines and Geology. This impact is therefore less than significant.

Erosion/Loss of Topsoil

All earthwork and grading activities require grading permits from the Department of Building and Safety that include requirements and standards designed to limit potential impacts to acceptable levels. All on-site grading and site preparation must comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills, and the recommendations of a site-specific geotechnical report.

Because one of the major effects associated with grading is sedimentation in receiving waters, erosion control standards are set by the Regional Water Quality Control Board (RWQCB) through administration of the National Pollutant Discharge Elimination System (NPDES) permit process for storm drainage discharge. The NPDES permit requires implementation of nonpoint source control of stormwater runoff through the application of a number of Best Management Practices (BMPs). These BMPs are meant to reduce the amount of constituents, including eroded sediment, that enter streams and other water bodies. A Stormwater Pollution Prevention Plan (SWPPP), as required by the RWQCB, is required to describe the stormwater BMPs (structural and operational measures) that would control the quality and quantity of stormwater runoff. All new development permitted under the Community Plan would be required to comply with the state NPDES permit process, as applicable, the City's standard grading and building permit requirements, and the application of BMPs. Therefore, impacts related to soil erosion or loss of topsoil would be less than significant.

Soil Stability

Development under the Community Plan would require the preparation of a geotechnical report. All on-site grading and site preparation must comply with the applicable provisions of Chapter IX, Division 70, of the Los Angeles Municipal Code, which addresses grading, excavations, and fills, and the recommendations of the geotechnical report. These guidelines are considered minimum standards for design and construction of buildings and must be incorporated into any final project designs. Compliance with the recommendations of the geotechnical report and the City's Building and Grading Codes is reasonably expected to be sufficient to reduce soil instability-related hazards. Compliance with the City's Codes that implement the CBC, in combination with the City's standard grading and building permit requirements and the application of BMPs, would help to minimize impacts from unstable soils. Therefore, impacts related to unstable soils would be less than significant.

Expansive Soil

Future development under the Community Plan could be constructed in areas of expansive soils. The City requires, as a standard practice, the preparation, review, and approval of geotechnical reports for new developments. All earthwork and grading activities require grading permits from the Department of Building and Safety that would include requirements and standards designed to limit potential expansive soil impacts to acceptable levels. Compliance with the recommendations of the geotechnical report, as well as the City's Building and Grading Codes, are reasonably expected to be sufficient to reduce impacts from expansive soil-related hazards.

Because development facilitated by the Community Plan would be required to implement such appropriate design and construction measures, impacts related to expansive soils would be less than significant.

Septic Tanks

As discussed in the Certified EIR, it is the City's policy that all new development must be connected to a public sewerage system. All portions of the Community Plan Area are currently being served by a public sewerage system. The Community Plan does not propose any development in areas not served by sewer service. New development in the Community Plan Area would not utilize septic tanks. Therefore, there would be no impacts related to construction on soils incapable of adequately supporting septic tanks.

Paleontological Resources

The Community Plan Area is highly urbanized and any paleontological resources that may have existed at the surface have likely been disturbed by past development. Accordingly, surface grading or very shallow excavations in the Community Plan Area likely would not uncover significant vertebrate fossils. However, there is a reasonable potential that deeper excavations could encounter significant fossil vertebrate remains. As such, any future development occurring in the Community Plan Area has the potential to impact paleontological resources during construction-related earth moving activities. Therefore, although compliance with applicable regulations would help to protect unknown and previously undetected paleontological resources, without mitigation, the Community Plan was found to result in a potentially significant impact related to paleontological resources, and Mitigation Measure CR2 was provided to ensure that impacts to paleontological resources are less than significant.

Mitigation Measures

The following mitigation measure was included in the Certified EIR to reduce impacts related to paleontological resources:[26]

CR2 Any approval of a project within a CPIO Subarea (excluding Residential Subareas M, N, and O) that involves construction-related soil disturbance shall require that during excavation and grading, if paleontological resources are uncovered, all work in that area shall be halted immediately and the project applicant shall notify the City. The project applicant shall retain a paleontologist to assess the nature, extent, and significance of any cultural materials that are encountered and to recommend appropriate methods to preserve any such resources. Said paleontologist will have the authority to put a hold on grading operations and mark, collect and evaluate any paleontological resources found on the site where it is discovered during construction. Said paleontologist shall be provided a reasonable amount of time to prepare and implement protection measures coordinating

[26] Mitigation Measure CR2 was provided in the Cultural Resources section of the Certified EIR. However, as a result of the changes to the CEQA Guidelines, the issue of paleontological resources is now addressed within the Geology and Soils section.

with the City of Los Angeles Building and Safety Department. Any paleontological remains and/or reports and surveys shall be submitted to the Los Angeles County Natural History Museum.

3.7.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

Seismic Hazards

The Alquist-Priolo Earthquake Fault Zoning Act was passed into law following the destructive February 9, 1971, San Fernando earthquake. The intent of the Act is to increase public safety by reducing the siting of most structures for human occupancy across an active fault. These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures. According to the Geotechnical Investigation prepared for the Project Site (included in Appendix D), the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. As such, the potential for surface rupture at the Project Site is considered low and impacts would be less than significant.

The Project Site is located in the seismically active Southern California region. Given the Project Site's location in a seismically active region, the Project Site could experience seismic ground shaking in the event of an earthquake. However, as with any new development in the State of California, building design and construction for the 3022 Western Project would be required to conform to the current seismic design provisions of the California Building Code. The California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program to minimize losses from an earthquake and provide for the latest in earthquake safety. Additionally, construction of the 3022 Western Project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code (LABC), as well as the applicable recommendations provided in the geotechnical investigation required by the City to minimize seismic-related hazards. The 3022 Western Project consists of a mixed-use development and does not include any characteristics that would result in the exacerbation of existing environmental conditions with regard to seismic ground shaking. Adherence to current building codes and engineering practices would ensure that the 3022 Western 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, and would minimize the potential to expose people or structures to substantial risk, loss, or injury. Based on the above, development of the 3022 Western Project would not exacerbate seismic conditions on the Project Site. With compliance with existing regulatory requirements, 3022 Western Project impacts associated with seismic ground shaking would be less than significant.

Liquefaction

According to the Geotechnical Investigation prepared for the Project Site (included in Appendix D), the Project Site is located within a liquefaction hazard zone on the State of California Seismic Hazard Zone Map. To quantify the potential for liquefaction at the Project Site, one boring was drilled to test the soil and collect samples. Based on the analysis contained in the Geotechnical Investigation, the liquefaction potential at the Project Site is considered low and therefore, conventional foundation design is considered appropriate for the 3022 Western Project. In addition, the Project Applicant would be required by the Los Angeles Department of Building and Safety (LADBS), as part of the permitting process, to prepare (or have prepared) a Final Geotechnical Investigation that would confirm the building standards and recommendations that shall be followed in order to construct the proposed structure in accordance with building standards that apply to building within the types of soils found at the Project Site, including areas prone to liquefaction. Through compliance with the LABC and recommendations included in the Final Geotechnical Report, impacts related to liquefaction would be less than significant.

Landslides

As stated in the Geotechnical Investigation (included as Appendix D), the Project Site is not located within an earthquake-induced landslide hazard zone on the State of California Seismic Hazard Map. Further, the Project Site is relatively flat with very little topography which precludes the potential for landslides. Therefore, potential impacts associated with landslides would be less than significant.

Erosion

The Project Site is developed with impervious surfaces including the existing warehouse building and surface parking lot. During the 3022 Western Project's construction phase, activities such as excavation for the subterranean parking level, grading, and site preparation could leave soils at the Project Site susceptible to soil erosion. The 3022 Western Project would be required to comply with SCAQMD Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the Project Site, as well as implement BMPs and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). Additionally, all 3022 Western Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Through compliance with these existing regulations, the 3022 Western Project would not result in any significant impacts related to soil erosion during the construction phase. Therefore, with compliance with applicable regulatory requirements, development of the 3022 Western Project would not cause or

exacerbate soil erosion or loss of topsoil, and impacts regarding soil erosion or the loss of topsoil would be less than significant.

Soil Stability

Ground surface subsidence generally results from the extraction of fluids or gas from the subsurface that can result in a gradual lowering of the overlying ground surface. Subsidence can also occur when subsurface peat deposits oxidize and undergo volume loss. There are no known ongoing extractions of oil or water that would lead to subsidence at the Project Site. Additionally, the Project does not propose any oil, gas, or water extraction activities. As discussed previously, the Project Site is located within a liquefaction hazard zone. While the potential for liquefaction to occur at the Project Site was determined to be low, the Project Applicant would be required by LADBS, as part of the permitting process, to prepare (or have prepared) a Final Geotechnical Investigation that would confirm the building standards and recommendations that shall be followed in order to construct the proposed structure in accordance with building standards that apply to building within the types of soils found at the Project Site, including areas prone to geologic or soil instability. Through compliance with the LABC and recommendations included in the Final Geotechnical Report, impacts related to geologic and soil instability would be less than significant.

Septic Tanks

As stated in the Certified EIR, the Community Plan Area is currently served by City-owned wastewater treatment and disposal facilities and do not utilize a septic system. The 3022 Western Project would connect to the City's existing sewer system and would not require the use of septic tanks for alternative wastewater disposal systems. Thus, the 3022 Western Project would not result in any impacts related to soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts related to this issue would occur as a result of the 3022 Western Project.

Paleontological Resources

The 3022 Western Project would be located in an urbanized area on a Site that has been previously developed. While unlikely, it is possible that unknown paleontological resources could exist at the Project Site and could be encountered during excavation for the proposed subterranean parking level. Therefore, the 3022 Western Project would be subject to Mitigation Measure CR2 from the Certified EIR, which would minimize impacts in the event paleontological resources are encountered during construction. Implementation of Mitigation Measure CR2 would ensure that the 3022 Western Project's impacts with respect to paleontological resources are less than significant. Therefore, the 3022 Western Project would not result in new or increased significant impacts beyond those already identified in the Certified EIR.

Mitigation Measures

The 3022 Western Project would implement Mitigation Measure CR2 from the Certified EIR.

Cumulative Impacts

Due to their site-specific nature, geology and soils impacts are typically assessed on a project-by-project basis or for a particular localized area. Therefore, as with the 3022 Western Project, related projects would address site-specific geologic hazards through the implementation of site-specific geotechnical recommendations and/or mitigation measures. While cumulative development would expose a greater number of people to seismic hazards, as with the 3022 Western Project, related projects would be subject to local, state, and federal regulations for seismic safety. Thus, cumulative impacts with respect to geology and soils would be less than significant.

3.7.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to geology and soils have occurred and no areas that are susceptible to geology and soil impacts have been identified within the vicinity of the Project Site since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.7.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to geology and soils that would result in new or more severe significant environmental impacts.

3.7.5 Mitigation Measures Addressing Impacts

As stated above, the 3022 Western Project would implement Mitigation Measure CR2 from the Certified EIR. Implementation of this measure would ensure that the 3022 Western Project's impacts with respect to geology and soils (paleontological resources) are less than significant. No additional mitigation measures are required.

3.7.6 Conclusion

Based on the above, no new significant geology and soils impacts or a substantial increase in previously identified geology and soils impacts would occur as a result of the 3022 Western Project. Therefore, the impacts to geology and soils as a result do not meet the standards for a subsequent or supplemental EIR pursuant to Public Resources Code Section 21166 or CEQA Guidelines Section 15162.

3.8 Greenhouse Gas Emissions

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
GREENHOUSE GAS EMISSIONS: Would the project:					
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant	No	No	No	No
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant	No	No	No	No

This section is based on the Certified EIR and the following item, which is included as **Appendix E** to this technical memorandum:

E Greenhouse Gas Emissions Technical Modeling, DKA Planning, January 2023.

3.8.1 Impact Determination in the EIR

As discussed in the Certified EIR, compared to the existing conditions, implementation of the Community Plan would result in a reduction in annual GHG emissions within the Community Plan Area, demonstrating compliance with regional, state, and federal efforts to decrease climate impacts of development and transportation. Although future conditions reflect increased development and associated energy use, future transportation emissions would be less than existing emissions due to lower vehicle exhaust emissions resulting from increased engine efficiency, cleaner burning fuels, and lower VMT. Based on the Community Plan-level analysis, the Certified EIR determined that the Community Plan would contribute to reducing emissions in California below existing emissions and would contribute to the AB 32 goal of reducing future emissions to 1990 levels. Additionally, GHG impacts are cumulative in nature, and the Community Plan would result in a substantial net decrease in GHG emissions within the Community Plan Area relative to the existing conditions.

The Community Plan would concentrate development around transit, comprise a wide mix of uses, and better accommodate pedestrians and bicyclists. The Community Plan would be consistent with the City's Sustainable City pLAn by accommodating growth while providing transportation options. This strategy would result in lower per capita emissions than less dense growth, and would contribute to the City reaching the 2025 Sustainable City pLAn reduction target of 45 percent. These characteristics are anticipated to reduce per capita GHG emissions

associated with cars and light trucks. The Community Plan would be consistent with AB 32, SB 375, the 2016-2040 RTP/SCS, and 2020-2045 RTP/SCS' regional and local strategies to reduce GHG, and can be expected to contribute to reductions in per capita GHG emissions when viewed at the regional level. Therefore, impacts related to GHG emissions under the Community Plan were determined to be less than significant.

3.8.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

Consistency with Applicable Plans and Policies

The discussion below describes the extent to which the 3022 Western Project complies with or exceeds the performance-based standards included in the regulations outlined in the 2022 Climate Change Scoping Plan, the 2020–2045 RTP/SCS,[27] Mobility Plan 2035, and the Green New Deal/Sustainable City pLAn. As shown herein, the 3022 Western Project would be consistent with the applicable GHG reduction plans and policies. The analysis provided further below (see Tables 3.8-4 and 3.8-5) quantifies GHG emissions from construction and operation of the 3022 Western Project and addresses CEQA Guidelines question (a) regarding whether GHG emissions would directly or indirectly have a significant impact on the environment.

Statewide: Climate Change Scoping Plan

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). In 2008, CARB approved a Climate Change Scoping Plan as required by AB 32 that has been updated over time to reflect updated strategies.[28] In 2014, CARB approved the First Update to the Climate Change Scoping Plan, calling out key priorities for near-term 2020 emission reduction goals, and evaluating how to align the long-term term GHG goals with other resource priorities like water, waste, and transportation. Subsequently, SB 32 was approved in 2016, calling for deeper GHG emissions reductions by 2030.

SB 32 adopted and codified Executive Order B-30-15's goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The 2022 Climate Change Scoping Plan Update (2022 Scoping Plan) addresses how this target may be achieved. Specifically, it states that the 2022 Scoping Plan aims to achieve carbon neutrality statewide by 2045 and reduce GHG emissions 85 percent below 1990 levels by 2045. The 2022 Scoping Plan and the SB 32 objectives that drive it involve increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries. Although a number of these strategies are currently

[27] The Certified EIR analyzed consistency with the 2016-2040 RTP/SCS, as that was the plan that was in effect at the time the Certified EIR was prepared.

[28] Climate Change Proposed Scoping Plan was approved by CARB on December 11, 2008.

promulgated, some have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. The 2022 Scoping Plan outlines and provides the basis for policies that are anticipated to help California achieve its targeted GHG emissions reductions for 2030, 2045, and beyond. Thus, it follows that if the 3022 Western Project would be consistent with the 2022 Scoping Plan, then the 3022 Western Project would be consistent with State efforts to achieve the 2030 GHG emissions target that was established by Executive Order B-30-15 and codified by AB 32. It also follows that the 3022 Western Project would be consistent with efforts to help California achieve carbon neutrality by 2045 and progress “on the path” to a 2050 target, as well.

Table 3.8-1 provides a specific evaluation of the 3022 Western Project’s consistency with applicable strategies of the 2022 Scoping Plan. Based on this evaluation, the 3022 Western Project would be consistent with all feasible and applicable strategies recommended in the 2022 Scoping Plan. Therefore, the 3022 Western Project would be consistent with State efforts to achieve the 2030 GHG emissions reduction target that was established by Executive Order S-3-05 and codified by AB 32, as well as carbon neutrality in the State under the 2022 Scoping Plan. The 3022 Western Project would also be consistent with efforts to progress “on the path” to the 2050 target, as well.

Table 3.8-1
Consistency Analysis—2022 Scoping Plan Update

Sector	Actions and Strategies	Statutes, Executive Orders, Other Direction	Project Consistency Analysis
Smart Growth / Vehicle Miles Traveled (VMT)	VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	SB 375: Reduce demand for fossil transportation fuels and GHG	**Consistent.** The Project represents a mixed-use infill development within an urbanized area that would concentrate new residences and jobs within an HQTA and reduce per capita VMT and GHG emissions. The Project's mixed-use profile would be consistent with SB 375 and its VMT reduction goals, as well as the GHG and transportation goals of the 2020-2045 RTP/SCS.
Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs)	100% of Light Duty Vehicle sales are ZEV by 2035	EO N-79-20: Reduce demand for fossil transportation fuels and GHGs, and improve air quality. In November 2022, the Advanced Clean Cars II regulations took effect, setting ZEV and plug-in hybrid vehicle sales requirements for model years 2026 to 2035 (ZEV program) and increasingly stringent emission standards (LEV program) to ensure automakers phase out sales of internal combustion engine vehicles.	**Consistent.** Emissions from vehicle engines from the Project would be regulated by State regulations governing technology and cleaner emissions.
Truck ZEVs	100% of medium-duty (MDV)/HDV sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report)	EO N-79-20: Reduce demand for fossil transportation fuels and GHGs, and improve air quality. CARB's Advanced Clean Truck Regulation accelerates the transition of zero-emission medium- and heavy-duty vehicles from 2024 to 2035.	**Not Applicable.** While the Project would not generate substantial medium- and heavy-duty truck traffic, it would not impede the advancement of cleaner trucks over time.

		CARB also adopted the Innovative Clean Transit measure in 2018 that requires all public transit agencies to transition to zero emission fleets.	
Aviation	20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	CARB focuses on reducing emissions from ground support equipment and airport transit vehicles. It is also working with national and international entities to tighten aircraft emission standards. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Not Applicable.** While the Project would not directly impact the aviation industry, it would not impede the advancement of a cleaner aviation industry over time.
Ocean-going Vessels (OGVs)	2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory In 2015, Executive Order B-32-15 called. For a less polluting freight transport system that addressed OGVs, transport refrigeration units, and clean trucks.	**Not Applicable.** While the Project would not directly impact trade or OGVs, it would not impede the advancement of a cleaner on- or off-shore sources over time.
Port Operations	100% of cargo handling equipment is zero-emission by 2037. 100% of drayage trucks are zero emission by 2035.	Executive Order N-79-20: Reduce demand for petroleum fuels and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory. In 2015, Executive Order B-32-15 called. For a less polluting freight transport system that addressed OGVs, transport refrigeration units, and clean trucks.	**Not Applicable.** While the Project would not directly impact trade or port operations, it would not impede the advancement of cleaner on-shore sources over time.
Freight and Passenger rail	100% of passenger and other locomotive sales are ZEV by 2030. 100% of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory In 2015, Executive Order B-32-15 called. For a less polluting freight transport system that addressed OGVs, transport refrigeration units, and clean trucks.	**Not Applicable.** While the Project would not directly impact freight or passenger rail, it would not impede the advancement of a cleaner locomotives over time. The Project's land uses would not include freight transportation or warehousing that would be subject to the California Sustainable Freight Action Plan. Therefore, the Project would not interfere or impede the

			implementation of the Sustainable Freight Action Plan.
Oil and Gas Extraction	Reduce oil and gas extraction operations in line with petroleum demand by 2045.	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Not Applicable.** While the Project would not directly impact oil extraction, it would help reduce demand for petroleum products from energy, area, and mobile sources.
Petroleum Refining	CCS on majority of operations by 2030, beginning in 2028 Production reduced in line with petroleum demand.	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Not Applicable.** While the Project would not directly impact oil extraction, it would help reduce demand for petroleum products that require refining.
Electricity Generation	Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO2e) in 2030 and 30 MMTCO2e in 2035 Retail sales load coverage134 20 gigawatts (GW) of offshore wind by 2045 Meet increased demand for electrification without new fossil gas-fired resources.	SB 350 and SB 100: Reduce GHGs and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Not Applicable.** The Project would not directly impact the sources of electricity generation.
New Residential and Commercial Buildings	All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Consistent.** The Project would incorporate appliances that are consistent with Title 24 and Green Building requirements and consistent with the reduction of residential energy use. In addition, the Project would comply with Ordinance 187714, and therefore, all appliances in the proposed residential units would be electric.
Existing Residential Buildings	80% of appliance sales are electric by 2030 and 100% of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Consistent.** The Project would comply with Title 24 and Green Building requirements during construction and any future retrofit or appliance replacement requirements. In addition, the Project would comply with

	ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.		Ordinance 187714, and therefore, all appliances in the proposed residential units would be electric.
Existing Commercial Buildings	80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Consistent.** The Project would comply with any future retrofit or appliance replacement requirements. In addition, the Project would comply with Ordinance 187714, and therefore, all appliances in the proposed residential units would be electric.
Food Products	7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Not Applicable.** The Project would not directly impact the sources of energy for food production.
Construction Equipment	25% of energy demand electrified by 2030 and 75% electrified by 2045	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Not Applicable.** The Project would not directly impact the sources of energy for construction equipment.
Chemicals and Allied Products; Pulp and Paper	Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045 Electrify 100% of other energy demand by 2045.	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Not Applicable.** The Project would not directly impact the sources of energy for boilers.
Stone, Clay, Glass, and Cement	CCS on 40% of operations by 2035 and on all facilities by 2045 Process emissions reduced through alternative materials and CCS	SB 596: Reduce demand for fossil energy, process emissions, and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Not Applicable.** The Project would not directly impact the sources of energy for stone, clay, glass, and cement facilities.
Other Industrial Manufacturing	0% energy demand electrified by 2030 and 50% by 2045	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Not Applicable.** The Project would not directly impact the sources of energy for industrial facilities.
Combined Heat and Power	Facilities retire by 2040.	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Not Applicable.** The Project would not affect facilities that produced heat and power.

Agriculture Energy Use	25% energy demand electrified by 2030 and 75% by 2045	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory	**Not Applicable.** The Project would not affect directly agricultural sources of energy.
Low Carbon Fuels for Transportation	Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	AB 197: direct emissions reductions for sources covered by the AB 32 Inventory In November 2022, the Advanced Clean Cars II regulations took effect, setting low emission standards for transportation.	**Consistent.** This regulatory program applies to fuel suppliers, not directly to land use development. GHG emissions related to vehicular travel associated with the Project would benefit from this regulation because fuel used by Project-related vehicles would be required to comply with the LCFS. Mobile source GHG emissions estimates were calculated using CalEEMod that includes implementation of the LCFS into mobile source emission factors. The current LCFS targets a 20% reduction in CI from a 2010 baseline by 2030. GHG emissions generated by Project-related vehicular travel would benefit from the Advanced Clean Cars Program.
Low Carbon Fuels for Buildings and Industry	In 2030s biomethane blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040 In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	SB 350: The Clean Energy and Pollution Reduction Act of 2015 increases the standards of the California RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030.[a] Required measures include increasing RPS to 50 percent of retail sales by 2030, establishing annual targets for statewide energy efficiency that achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	**Consistent.** The Project would comply with this this action/strategy being located within the LADWP service area and would comply with CalGreen and Title 24 energy efficiency standards. LADWP must generate electricity that would increase renewable energy resources to 33 percent by 2020 and 50 percent by 2030. As LADWP would provide electricity service to the Project Site, by 2030 the Project would use electricity consistent with the requirements of SB 350. LADWP's 2021 LA100 Renewable Energy Study

		SB 100: The California Renewables Portfolio Standard Program (2018) requires retail sellers to procure renewable energy that is at least 50 percent by December 31, 2026 and 60 percent by December 31, 2030. It requires local publicly owned electric utilities to procure a minimum quantity of electricity from renewable energy resources of 44 percent of retail sales by December 31, 2024 and 60 percent by December 31, 2030.	found that 45 percent of LADWP's electricity was from renewable sources in 2020 and that 100 percent of electricity could be achieved by 2045. As required under SB 350, doubling of the energy efficiency savings from retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under CCR Title 24, Part 6 (consistency with this regulation is discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation.
Non-combustion Methane Emissions	Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies Moderate adoption of enteric strategies by 2030 Divert 75% of organic waste from landfills by 2025. Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand	SB 1383 (2016) requires CARB to set 2030 emission reduction targets of 40 percent for methane and hydrofluorocarbons and 50 percent black carbon emissions below 2013 levels.[e] The Project would comply with the CARB SLCP Reduction Strategy by using HVAC equipment with lower GWP refrigerants.	**Not Applicable.** This program applies to State regulators looking to reduce methane emissions from landfill and dairy facilities and is not directly related to development of the Project. However, the Project would not interfere or impede efforts to reduce such pollutants.
High GWP Potential Emissions	Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions	SB 605 (2014) directed CARB to develop a comprehensive Short-Lived Climate Pollutant (SLCP) strategy.	**Not Applicable.** This program applies to State regulators looking to reduce high GWP refrigerants and is not directly related to development of the Project. However, the Project would not interfere or impede efforts to reduce such pollutants.
Natural and Working Lands	Conserve 30% of the state's NWL and coastal waters by 2030.	EO N-82-20 and SB 27: CARB to include an NWL target in the Scoping Plan. AB 1757: Establish	**Not Applicable.** This program applies to State regulators governing Natural

	Implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities—and in particular low-income, disadvantaged, and vulnerable communities.	targets for carbon sequestration and nature-based climate solutions. SB 1386: NWL are an important strategy in meeting GHG reduction goals.	and Working Lands and is not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan, EO N-82-20, SB 27, or SB 1386.
Forests and Shrublands	At least 2.3 million acres treated statewide annually in forests, shrublands/chaparral, and grasslands, comprised of regionally specific management strategies that include prescribed fire, thinning, harvesting, and other management actions. No land conversion of forests, shrublands/chaparral, or grasslands.	Restore health and resilience to overstocked forests and prevent carbon losses from severe wildfire, disease, and pests. Improve air quality and reduce health costs related to wildfire emissions. Improve water quantity and quality and improve rural economies. Provide forest biomass for resource utilization. EO B-52-18: CARB to increase the opportunity for using prescribed fire. AB 1504 (Skinner, Chapter 534, Statutes of 2010): CARB to recognize the role forests play in carbon sequestration and climate mitigation.	**Not Applicable.** This program applies to State regulators governing forest and shrubland management and is not directly related to development of the Project. However, the Project would not interfere or impede implementation of EO B-52-18, AB 1504, or the Forest Carbon Plan.
Grasslands	At least 2.3 million acres treated includes increased management of grasslands interspersed in forests to reduce fuels surrounding communities using management strategies appropriate for grasslands. No land conversion of forests, shrublands/chaparral, or grasslands.		**Not Applicable.** This program applies to State regulators of grasslands and is not directly related to development of the Project. However, the Project would not interfere or impede efforts to reduce fuels in grasslands surrounding communities.
Croplands	Implement climate smart practices for annual and perennial crops on ~80,000 acres annually.	SB 859: Recognizes the ability of healthy soils practices to reduce GHG emissions from agricultural lands.	**Not Applicable.** This program applies to State regulators overseeing croplands and is not directly related to

	Land easements/ conservation on annual crops at ~5,500 acres annually. Increase organic agriculture to 20% of all cultivated acres by 2045 (~65,000 acres annually).		development of the Project. However, the Project would not interfere or impede SB 859 and efforts to increase organic agriculture and conserve croplands.
Developed Lands	Increase urban forestry investment by 200% above current levels and utilize tree watering that is 30% less sensitive to drought. Establish defensible space that accounts for property boundaries.	AB 2251 (Calderon, Chapter 186, Statutes of 2022): Increase urban tree canopy 10% by 2035.	**Not Applicable.** This program applies to State regulators addressing urban forestry and is not directly related to development of the Project. However, the Project would not interfere or impede implementation of AB 2251 and efforts to increase the urban canopy.
Wetlands	Restore 60,000 acres of Delta wetlands		**Not Applicable.** This program applies to State regulators restoring Delta wetlands and is not directly related to development of the Project. However, the Project would not interfere or impede efforts to restore wetland ecologies.
Sparsely Vegetated Lands	Land conversion at 50% of the Reference Scenario land conversion rate.		**Not Applicable.** This program applies to State regulators slowing the conversion of sparsely vegetated lanes and is not directly related to development of the Project. However, the Project would not interfere or impede efforts to slow urban conversion of such lands.
Cap-and-Trade Program	Implement the post-2020 Cap-and-Trade Program with declining annual caps.	AB 398 was enacted in 2017 to extend and clarify the role of the state's Cap-and-Trade Program from January 1, 2021, through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.	**Not Applicable.** This applies to the market-based program to reduce GHG emissions over time and is not applicable to a development project.

Source: DKA Planning, 2023, based on California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, Scoping Plan Scenario.

Regional: 2020-2045 RTP/SCS

The 2020-2045 RTP/SCS (or Connect SoCal Plan) calls for more than $638 billion in transportation system investments through 2045. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. The 2020-2045 RTP/SCS includes strategies for accommodating projected population, household, and employment growth in the SCAG region by 2045 as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with a reduced dependence on automobiles and an increased growth in walkable, mixed-use communities and HQTAs and by encouraging growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region. Table 3.8-2 provides a comparison of the 3022 Western Project against the GHG-related performance measures of the 2020-2045 RTP/SCS.

Table 3.8-2
Project Consistency with the 2020-2045 RTP/SCS

Objectives	Consistency Analysis[a]
Increase percentage of region's total household growth occurring within HQTAs.	**Consistent.** The 3022 Western Project includes 114 residences that will both contribute to the Regional Housing Needs Assessment requirements and increase the housing stock within the HQTA. As such, the 3022 Western Project would add to the supply and diversity of housing in metropolitan Los Angeles County.
Increase percent of the region's total employment growth occurring within HQTAs.	**Consistent.** The 3022 Western Project is an infill development that would include 2,500 square feet of commercial space that result in approximately 10 employment positions on the Project Site, which is located within a major HQTA.
Decrease total acreage of greenfield or otherwise rural land uses converted to urban use.	**Consistent.** The 3022 Western Project is an infill development with 114 residential units that would help reduce the demand for housing development in greenfield or rural areas on the fringes of Southern California.
Decrease daily vehicle miles driven per person.	**Consistent**. The 3022 Western Project would include mixed-use residential and commercial (potential restaurant) uses located in a commercial corridor characterized by a high degree of pedestrian activity. The 3022 Western Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. Therefore, the 3022 Western Project would support VMT reductions.

Objectives	Consistency Analysis[a]
Decrease average daily distance traveled for work and non-work trips (in miles)	**Consistent**. The 3022 Western Project is an infill mixed-use development near Metro bus service, including local bus Lines 38 and 207, that would reduce travel distances per capita. The density of uses in the area (including a mix of housing and jobs) results in shorter work and non-work trips by vehicles and other forms of transportation.
Increase percentage of work and non-work trips which are less than 3 miles in length.	**Consistent**. The 3022 Western Project is an infill mixed-use development near bus transit service that would increase the percentage of work and non-work trips less than three miles in length, as the Project Site is less than 2.3 miles from the center of Downtown Los Angeles. The density of housing and jobs along the Western Avenue corridor results in shorter work and non-work trips by vehicles and other forms of transportation. By virtue of its location, the 3022 Western Project would contribute to increasing the percentage of trips that are less than three miles in length.
Increase share of short trip lengths for commute purposes.	**Consistent**. The 3022 Western Project's limited parking (i.e., 0.5 spaces per residence) reduces the potential for long commutes. Instead, the availability of Metro local bus lines would increase the share of short trip lengths for commute purposes. As the Project Site is less than 2.3 miles from the center of Downtown Los Angeles, the density of uses in the Project area results in shorter work (and non-work) trips by vehicles and other forms of transportation.
Decrease average minutes of delay experienced per capita due to traffic congestion.	**Consistent**. The 3022 Western Project is an infill mixed-use development near Downtown Los Angeles that would reduce the rate of growth in recurrent auto traffic and congestion by virtue of its location near dense housing- and job-rich neighborhoods and the availability of local bus service.
Decrease excess travel time resulting from the difference between a reference speed and actual speed.	**Consistent**. The 3022 Western Project is an infill mixed-use development in the dense Western Avenue corridor near Downtown Los Angeles area that would reduce the rate of growth in auto traffic and congestion by virtue of its location near dense housing- and job-rich neighborhoods and the availability of local bus service. The 3022 Western Project would also reduce traffic congestion by including 94 bicycle parking spaces. As such, the 3022 Western Project would help reduce recurrent traffic congestion delay for general vehicles.
Decrease excess travel time for heavy-duty trucks result from the difference between reference speed and actual speed.	**Consistent**. The 3022 Western Project is an infill mixed-use development near Downtown Los Angeles that would reduce the rate of growth in auto traffic and congestion by virtue of its location near dense housing- and job-rich neighborhoods and the availability of local bus service. The 3022 Western Project

Objectives	Consistency Analysis[a]
	would reduce congestion from heavy-duty trucks that contribute to slower speeds on local arterials. As such, the 3022 Western Project would help reduce recurrent traffic congestion delay for heavy-duty trucks.
Increase percentage of PM peak period trips completed within 45 minutes by travel mode.	**Consistent**. The 3022 Western Project is an infill mixed-use development near Downtown Los Angeles that would increase the percent of P.M. peak period trips completed within 45 minutes. As the Project Site is less than 2.3 miles from the center of Downtown, the 3022 Western Project's location would attract travel to and from the local community, and therefore, the share of P.M. peak period trips that are less than 45 minutes would increase when compared to an urban sprawl location.
Increase percentage of trips that use transit (work and all trips)	**Consistent**. The 3022 Western Project is an infill mixed-use development in an HQTA with a heavy density of housing and jobs in the midst of heavy transit infrastructure that would help increase transit mode share. The 3022 Western Project's limited parking as well as access to fixed-route bus services would increase the mode share for public transit. This includes public transit such as Metro local bus Lines 38 and 207.
Decrease average travel time to work (all modes)	**Consistent**. The 3022 Western Project is an infill mixed-use development in an area with housing, other job opportunities, and bus service, which would decrease the average travel time to work. As the Project Site is less than 2.3 miles from the center of job-rich Downtown, the Project's location would reduce travel commute times when compared to an urban sprawl location. The 3022 Western Project's location would provide workers with an option for housing that is closer to the downtown job center, which would decrease average travel time to work when compared to an urban sprawl location.
Increase percentage of trips using either walking or biking (by trip type)	**Consistent**. The 3022 Western Project is an infill development that would allow for trips by both walking and biking through the inclusion of both bicycle and pedestrian amenities. The inclusion of 94 bicycle parking spaces would help support the use of bicycles to access off-site destinations. The 3022 Western Project's design also includes a bike parking and repair facility.
Reduce per capita GHG emissions (from 2005 levels)	**Consistent**. The 3022 Western Project is an infill development near dense Downtown Los Angeles that will reduce the rate of growth in auto traffic and congestion by virtue of its proximity to Metro bus services and active transportation mode share given its location. As such, it is consistent with AB 32, SB 32, SB 375,

Objectives	Consistency Analysis[a]
	and other initiatives designed to reduce per capita GHG emissions from 2005 levels.
Increase percentage of trips using a travel mode other than single occupancy vehicle (SOV)	**Consistent**. The 3022 Western Project is an infill mixed-use development near local bus services, which would reduce SOV trips. This includes public transit such as Metro local bus Lines 38 and 207 that provide service on Jefferson Boulevard and Western Avenue, respectively. The inclusion of 94 bicycle parking spaces would help support the use of bicycles to access off-site destinations. The 3022 Western Project's design also includes a bike parking room and repair facility that would ease access for bicyclists.
[a] Objectives from Table 5.1, Connect SoCal Performance Measures & Results, of SCAG's 2020-2045 RTP/SCS.	

Local: City of Los Angeles Mobility Plan 2035

While the Mobility 2035 Plan focuses on developing a multi-modal transportation system, its key policy initiatives include considering the strong link between land use and transportation, and targeting GHG reductions via a more sustainable transportation system. The 3022 Western Project is consistent with these general objectives for many, if not all, of the same reasons that it is consistent with SCAG's RTP/SCS, which prioritizes similar strategies to reduce GHG emissions from transportation. As discussed above, the 3022 Western Project would support smart growth strategies to efficiently coordinate land usage and transportation to reduce transportation-related GHG emissions.

Local: City of Los Angeles Green New Deal/Sustainable City pLAn

The Sustainable City pLAn, a mayoral initiative, includes both short-term and long-term aspirations through the year 2035 in various topic areas, including: water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others. Though the Sustainable City pLAn and its update, the City's Green New Deal, are not plans that have been adopted solely to reduce GHG emissions, the Green New Deal includes climate mitigation as one of eight explicit benefits that help define its strategies and goals.

Generally, these plans provide information as to how the City will manage buildings and infrastructure in its control. They also provide specific targets related to housing and development, as well as mobility and transit. For example, targets include reducing VMT per capita by 5 percent by 2025 and increasing trips made by walking, biking, or transit by at least 35 percent by 2025. The latest Green New Deal establishes additional targets such as achieving 100 percent renewable energy by 2045, diverting 100 percent of waste by 2050, and recycling 100 percent of wastewater by 2035. Although the Sustainable City pLAn and Green New Deal are not adopted

plans that are directly applicable to private development projects, the 3022 Western Project would benefit from the City's commitment to the goals and aspirations outlined in these documents. An overview of how the 3022 Western Project would relate to actions and measures contained in the Green New Deal is contained in Table 3.8-3, below.

Table 3.8-3
Consistency with Applicable GHG Emissions Goals and Actions of LA's Green New Deal

Action	Description	Consistency Analysis
Focus Area: Renewable Energy		
Increase cumulative MW by 2025; 2035; and 2050 of: • Local solar to 900-1,500 MW; 1,500-1,800 MW; and 1,950 MW. • Energy storage capacity to 1,654-1,750 MW; 3,000 MW; and 4,000 MW. • Demand response (DR) programs to 234 MW (2025) and 600 MW (2035).	The City would provide community solar programs for low income and renter households. The City would launch a "Virtual Net Energy Metering" program. The City would streamline permitting processes for energy storage projects and would pilot technology for dispatchable and customer-side storage. The City would investigate bidirectional smart-grid technologies to prepare for large-scale adoption of EVs. The City would implement a communication network to enable use of smart meters.	**Consistent.** These actions apply to the City. The 3022 Western Project would be built according to CALGreen and CEC requirements regarding photovoltaic systems and solar readiness. The 3022 Western Project would include EV charging stalls and additional stalls ready for future EV infrastructure, per LAMC requirements. This would help leverage the City's commitment to EV-related start-grid technology improvements.
Focus Area: Local Water		
Reduce potable water use per capita by 22.5% by 2025; and 25% by 2035; and maintain or reduce 2035 per capita water use through 2050.	The City would build upon the success of the Save the Drop program and develop additional water conservation campaigns. In addition, the City would continue to benchmark customer use and improve data gathering to identify effective programs.	**Consistent.** While this action primarily applies to the City and LADWP, the 3022 Western Project would incorporate water conservation features to reduce water use. The 3022 Western Project would be built consistent with relevant California Plumbing Code, CALGreen, Los Angeles Plumbing Code, and Los Angeles Green Building Code standards that apply at the time of its permitting.
Focus Area: Clean and Healthy Buildings		
All new buildings will be net zero carbon by 2030; and 100% of buildings will be net zero carbon by 2050.	The City would perform a complete building electrification study and develop supporting programs. Financing and incentives would be expanded in existing energy efficiency and solar incentive programs.	**Consistent.** While this action primarily applies to the City, the 3022 Western Project would be designed and operated to meet the applicable requirements of CALGreen and the Los Angeles Green Building Code. The 3022 Western Project would be subject to the latest Title 24 Standards or future standards, which are a major step towards achieving future zero net energy goals.

Table 3.8-3
Consistency with Applicable GHG Emissions Goals and Actions of LA's Green New Deal

Action	Description	Consistency Analysis
Reduce building energy use per square feet for all building types 22% by 2025; 34% by 2035; and 44% by 2050.	The City would increase awareness of incentives and smart building energy management systems. An energy consumption report will be prepared to assess the energy-water nexus	**Consistent.** While this action primarily applies to the City, the 3022 Western Project would be designed and operated to meet or exceed the applicable requirements of CALGreen and the Los Angeles Building Code.
Focus Area: Mobility and Public Transit		
Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35% by 2025; 50% by 2035; and maintain at least 50% by 2050.	The City would launch a regionally coordinated working group of mobility partners to encourage shared, sustainable mobility options. The City would support the implementation of a congestion pricing pilot. The City would identify opportunities to improve pedestrian comfort and update City standard plans for public works projects to integrate pedestrian-centric design into applicable projects. The City would implement Vision Zero safety improvements. The City would improve travel time on the County bus network by 30 percent by expanding DASH service and executing a suite of bus and transit corridor facility improvements. The City would continue to buildout out its subway and light rail network. The City would expand the bike land network by 20 lane-miles per year and increase bicycle-supportive infrastructure like public bicycle parking. The City would expand electric car sharing options.	**Consistent.** This action primarily applies to the City. However, the 3022 Western Project would be supportive of this action. The 3022 Western Project would be located in a HQTA and the 3022 Western Project's residents, employees, and other users would have abundant high quality transit options. The 3022 Western Project would also provide 84 long-term and 10 short-term bicycle parking spaces, which would encourage bicycle use. As discussed, these and other factors would help increase transit and active mode share.
Reduce Vehicle Miles Traveled (VMT) per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050.	The City would update the Transportation Demand Management (TDM) ordinance and develop first/last mile infrastructure improvements around transit stations. TDM strategies would also be implemented consistent with the West Side Mobility Plan to ease congestion. The City would launch a user-friendly searchable app mapping all curbside designations throughout the City. It would also expand the Metro	**Consistent.** Same as above.

Table 3.8-3
Consistency with Applicable GHG Emissions Goals and Actions of LA's Green New Deal

Action	Description	Consistency Analysis
	Bike Share program to at least three new neighborhoods.	
Source: City of Los Angeles, L.A.'s Green New Deal (Sustainable City pLAn 2019), 2019.		

Post-2030 Analysis

Recent studies show that the state's existing and proposed regulatory framework will put the state on a pathway to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050 if additional appropriate reduction measures are adopted.[29] Even though these studies did not provide an exact regulatory and technological roadmap to achieving the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target.

Executive Order S-3-05 establishes a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050. This goal, however, has not been codified. That being said, studies have shown that, in order to meet the 2050 target, aggressive technologies in transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. For example, the 2022 Scoping Plan calls for the steady phase-out of passenger vehicles using internal combustion engines in order to eliminate carbon-based fuels.

Although the 3022 Western Project's emissions level in 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal and it is reasonable to expect the 3022 Western Project's emissions to decline as the regulatory initiatives identified by CARB in the First Update are implemented and other technological innovations occur. Put another way, the 3022 Western Project's total emissions at build-out shown in Table 3.8-5, below, are representative, in a way, of the maximum emissions inventory for the 3022 Western Project, because California's emissions sources continue to be regulated in furtherance of the State's environmental policy objectives. As such, given the reasonably anticipated decline in Project emissions once fully constructed and operational, the 3022 Western Project is consistent with the Executive Order's horizon-year (2050) goal.

[29] Energy and Environmental Economics (E3). "Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios" (April 2015); Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158–172). The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of a range of potential 2030 targets along the way to the state's goal of reducing GHG emissions to 80 percent below 1990 levels by 2050. With input from the agencies, E3 developed scenarios that explore the potential pace at which emission reductions can be achieved, as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. Enhanced specifically for this study, the model encompasses the entire California economy with detailed representations of the buildings, industry, transportation and electricity sectors.

The 3022 Western Project is the type of land use development that is encouraged by the 2020-2045 RTP/SCS to reduce VMT and expand multi-modal transportation options and their usage in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State's long-term climate policies. As discussed in Section 3.16 of this technical memorandum, the 3022 Western Project is estimated to result in a daily household VMT per capita of 5.1, which is approximately 25 percent below the Area Planning Commission's average. This reduction in VMT would not conflict with the percent reduction goals from passenger vehicles provided in the 2020-2045 RTP/SCS. By furthering implementation of SB 375 via its consistency with the 2020-2045 RTP/SCS, the Project supports regional land use and transportation GHG reductions consistent with State climate targets for 2030 and beyond.

For the reasons described above, the 3022 Western Project's post-2030 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Orders S-3-05 and B-30-15.

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the 3022 Western Project complies with the applicable plans, policies, regulations and GHG emissions reduction actions/strategies outlined in the 2022 Climate Change Scoping Plan, the 2020-2045 RTP/SCS, the Mobility 2035 Plan, and the Green New Deal/Sustainable City pLAn. Consistency with the above plans, policies, regulations, and GHG emissions reduction actions/strategies would reduce the 3022 Western Project's incremental contribution of GHG emissions. Thus, the 3022 Western Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHG emissions. Furthermore, because the 3022 Western Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described below would not result in a significant impact on the environment. Therefore, the 3022 Western Project-specific impacts with regard to climate change would be less than significant.

GHG Emissions Calculations

Existing Project Site Emissions

The Project Site is occupied by a vacant 5,967-square-foot commercial building and surface parking lot. As there is no human activity at the Project Site, this analysis assumes there are no anthropogenic GHG emissions at this location.

3022 Western Project GHG Emissions

As described above, compliance with a GHG emissions reduction plan renders the impacts of a project less than significant. In support of the consistency analysis which describes the 3022 Western Project's compliance with or exceedance of performance-based standards included in the regulations and policies outlined in the applicable portions of the 2022 Climate Change

Scoping Plan, the 2020–2045 RTP/SCS, Mobility Plan 2035, and the Green New Deal/Sustainable City pLAn, quantitative calculations are provided below.

The 3022 Western Project would result in direct and indirect GHG emissions generated by different types of emissions sources, including the following:

- Construction: emissions associated with demolition of the existing building and parking lot, shoring, excavation, grading, and construction-related equipment and vehicular activity;
- Area source: emissions associated with landscape equipment and consumer products;
- Energy source (building operations): emissions associated with electricity and natural gas use for space heating and cooling, water heating, energy consumption, and lighting;
- Mobile source: emissions associated with vehicles accessing the Project Site;
- Solid Waste: emissions associated with the decomposition of the waste, which generates methane based on the total amount of degradable organic carbon; and
- Water/Wastewater: emissions associated with energy used to pump, convey, deliver, and treat water.
- Refrigerants: these are substances used in equipment for air conditioning and refrigeration. Most refrigerants are HFCs or blends of them, which can have high GWP values.

The 3022 Western Project would generate an incremental contribution to and a cumulative increase in GHG emissions. A specific discussion regarding potential GHG emissions associated with the construction and operational phases of the 3022 Western Project is provided below.

Construction

Project construction is anticipated to take approximately 25 months with the 3022 Western Project becoming operational in 2026. A summary of construction details (e.g., schedule, equipment mix, and vehicular trips) and CalEEMod modeling output files are provided in Appendix A. The GHG emissions associated with construction of the 3022 Western Project were calculated for each year of construction activity. A summary of GHG emissions for each year of construction is presented in Table 3.8-4.

As presented in Table 3.8-4, construction of the 3022 Western Project is estimated to generate a total of 1,801 $MTCO_2e$. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the 3022 Western Project's annual GHG

emissions inventory.[30] This results in annual 3022 Western Project construction emissions of 60 $MTCO_2e$ over the 25-month construction phase. A complete listing of the construction equipment by on-site and off-site activities, duration, and emissions estimation model input assumptions used in this analysis is included within the emissions calculation worksheets that are provided in Appendix A.

Table 3.8-4
Combined 3022 Western Project Construction-Related Emissions ($MTCO_2e$)

Year	$MTCO_2e$[a]
2024	1,037
2025	714
2026	49.2
Total	**1,801**
Amortized Over 30 Years	**60**

[a] CO_2e was calculated using CalEEMod 2022.1.1.5 and the results are provided in Section 2.0 of the Construction CalEEMod output file within Appendix A.
Source: DKA Planning, 2023.

Operation

Area Source Emissions

Area source emissions were calculated using the CalEEMod emissions inventory model, which includes hearths and landscape maintenance equipment. As shown in Table 3.8-5, the 3022 Western Project would result in a total of 3 $MTCO_2e$ per year from area sources.

Table 3.8-5
Annual Project GHG Emissions Summary (Buildout)[a]
(metric tons of carbon dioxide equivalent [MTCO2e])

Source	$MTCO_2$[a]
Area[b]	3
Energy[c] (electricity and natural gas)	245
Mobile	580
Solid Waste[d]	30
Water/Wastewater[e]	18
Refrigerants	1
Construction	60
Total Emissions	**936**

[a] CO_2e was calculated using CalEEMod 2022.1.1.5 and the results are provided in Section 2.0 of the Operation CalEEMod output file within Appendix A.
[b] Area source emissions are from landscape equipment and other operational equipment.
[c] Energy source emissions are based on CalEEMod default electricity and natural gas usage rates.

[30] SCAQMD Governing Board Agenda Item 31, December 5, 2008.

[d] Solid waste emissions are calculated based on CalEEMod default solid waste generation rates.
[e] Water/Wastewater emissions are calculated based on CalEEMod default water consumption rates.
Source: DKA Planning, 2023.

Electricity and Natural Gas Generation Emissions

GHG emissions are emitted as a result of activities in buildings when electricity and natural gas are used as energy sources. Combustion of any type of fuel emits CO_2 and other GHG emissions directly into the atmosphere; when this occurs in a building, it is a direct emission source associated with that building. GHG emissions are also emitted during the generation of electricity from fossil fuels. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant; electricity use in a building generally causes emissions in an indirect manner.

Electricity and natural gas emissions were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors chosen by the utility company. GHG emissions from electricity use are directly dependent on the electricity utility provider. In this case, GHG intensity factors for LADWP were selected in CalEEMod. The carbon intensity (lbs/MWh) for electricity generation was calculated for the Project buildout year based on LADWP projections.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as in plug-in appliances. CalEEMod calculates energy use from systems covered by Title 24 (e.g., HVAC system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting.

CalEEMod electricity and natural gas usage rates are based on the CEC-sponsored California Commercial End-Use Survey (CEUS) and the California Residential Appliance Saturation Survey (RASS) studies.[31] The data are specific for climate zones; therefore, Zone 11 was selected for the Project Site based on the zip code tool. As shown in Table 3.8-5, 3022 Western Project GHG emissions from electricity and natural gas usage would result in a total of 245 $MTCO_2e$ per year.

Mobile Source Emissions

Mobile-source emissions were calculated using the SCAQMD-recommended CalEEMod emissions inventory model. CalEEMod calculates the emissions associated with on-road mobile sources associated with residents, employees, visitors, and delivery vehicles visiting the Project Site based on the number of daily trips generated and VMT.

Mobile source operational GHG emissions were calculated using CalEEMod and are based on the 3022 Western Project trip generation estimates. The 3022 Western Project represents an infill

[31] CEC, Commercial End-Use Survey, March 2006, and California Residential Appliance Saturation Survey, October 2010.

development within an urbanized area that would concentrate new residential and restaurant uses within a HQTA.[32] The Project Site is served by Metro local bus services, including Lines 38 and 207. The Project would provide bicycle storage areas for residents, employees, and visitors. CalEEMod calculates VMT based on the type of land use, trip purpose, and trip type percentages for each land use subtype in the Project (primary, diverted, and pass-by). As shown in Table 3.8-5, the 3022 Western Project GHG emissions from mobile sources would result in a total of 580 $MTCO_2e$ per year. This estimate reflects reductions attributable to the 3022 Western Project's characteristics (e.g., infill project near transit that supports multi-modal transportation options).

Solid Waste Generation Emissions

Emissions related to solid waste were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the waste generated by applicable emissions factors provided in Section 2.4 of the USEPA's AP-42, Compilation of Air Pollutant Emission Factors. CalEEMod solid waste generation rates for each applicable land use were selected for this analysis. As shown in Table 3.8-5, the 3022 Western Project is expected to result in a total of 30 $MTCO_2e$ per year from solid waste that accounts for a 50-percent recycling/diversion rate.

Water Usage and Wastewater Generation Emissions

GHG emissions are related to the energy used to convey, treat, and distribute water, and treat wastewater. Thus, these emissions are generally indirect emissions from the production of electricity to power these systems. Three processes are necessary to supply potable water; these include (1) supply and conveyance of the water from the source; (2) treatment of the water to potable standards; and (3) distribution of the water to individual users. After use, energy is used as the wastewater is treated and reused as reclaimed water.

Emissions related to water usage and wastewater generation were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the water usage by the applicable energy intensity factor to determine the embodied energy necessary to supply potable water.[33] GHG emissions are then calculated based on the amount of electricity consumed multiplied by the GHG intensity factors for the utility provider. In this case, embodied energy for Southern California supplied water and GHG intensity factors for LADWP were selected in CalEEMod.

As shown in Table 3.8-5, 3022 Western Project GHG emissions from water/wastewater usage would result in a total of 18 $MTCO_2e$ per year.

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[32] The Project Site is also located in Transit Priority Area as defined by Public Resources Code Section 20199. Public Resources Code Section 21099 defines a "transit priority area" as an area within 0.5 miles of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Also refer to the City's ZIMAS System regarding the location of the Project Site within a Transit Priority Area. www.zimas.lacity.org.

[33] The intensity factor reflects the average pounds of CO_2e per megawatt generated by a utility company.

Combined Construction and Operational Emissions

As shown in Table 3.8-5, when taking into consideration implementation of project design features, including the requirements set forth in the City's Green Building Code and the full implementation of current state mandates, the GHG emissions for the 3022 Western Project would equal a combined total of 936 $MTCO_2e$ per year.

Conclusion

The emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The consequences of that climate change can cause adverse environmental effects. A project's GHG emissions would typically be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. The State has mandated goals of reducing statewide emissions to 1990 levels, even though statewide population and commerce is expected to expand. In order to achieve this goal, CARB has adopted various plans and regulations to reduce statewide GHG emissions.

Consistent with CEQA Guidelines Section 15064(h)(3), the City as Lead Agency has determined that the Project's contribution to cumulative GHG emissions and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the 2022 Climate Change Scoping Plan, the 2020-2045 RTP/SCS, the Mobility 2035 Plan, and the Sustainable City pLAn/Green New Deal. Given the Project's consistency with these GHG emission reduction goals and objectives, the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and the Project's impacts with regard to climate change would be less than significant.

Mitigation Measures

None required.

Cumulative Impacts

As explained above, the analysis of a project's GHG emissions is inherently a cumulative analysis because climate change is a global issue and the emissions from individual projects are negligible in a global context. Given the 3022 Western Project's consistency with state, regional, and local plans adopted for the purpose of reducing GHG emissions, it is concluded that the 3022 Western Project's incremental contribution to cumulative GHG emissions and their effects on climate change would not be considerable. Therefore, cumulative impacts with respect to GHG emissions would be less than significant.

3.8.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to GHG emissions have occurred since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.8.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to GHG emissions that would result in new or more severe significant environmental impacts.

3.8.5 Mitigation Measures Addressing Impacts

Because the Certified EIR determined that the Project would have less than significant impacts with respect to greenhouse gas emissions, no mitigation measures were required. The 3022 Western Project does not change these impact determinations. Therefore, no additional mitigation measures are required.

3.8.6 Conclusion

There is no new information of substantial importance that has become available relative to GHG emissions. No substantial changes in the environment related to GHG emissions have occurred since certification of the EIR, and no substantial new conditions related to GHG emissions have been identified within the vicinity of the Project Site that would result in new or more severe significant environmental impacts.

3.9 Hazards and Hazardous Materials

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
HAZARDS AND HAZARDOUS MATERIALS: Would the project:					
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant	No	No	No	No
(b) Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	Less Than Significant	No	No	No	No
(c) 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	No	No	No	No
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less Than Significant	No	No	No	No
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact	No	No	No	No
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant	No	No	No	No
(g) Expose people or structures either directly	No Impact	No	No	No	No

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
or indirectly to a significant risk of loss, injury or death involving wildland fires?					

This section is based on the Certified EIR and the following item, which is included as **Appendix F** to this technical memorandum:

F Phase I Environmental Site Assessment Report, EFI Global, October 11, 2022.

3.9.1 Impact Determination in the EIR

Routine Transport, Use, or Disposal of Hazardous Materials

As stated in the Certified EIR, the transport, use, and disposal of hazardous materials is subject to federal, state, and local regulations that help eliminate or reduce the consequences of hazardous materials accidents. Future development projects within the Community Plan Area would be required to comply with all applicable regulations. Hazardous materials including lead, asbestos, methane zones, and underground storage tanks are well-regulated. In addition, development of sites with known contaminants would be required to undergo remediation and cleanup before construction activities could begin as required by law. Because of existing federal, state and local regulations, impacts related to lead, asbestos, methane, underground storage tanks, and hazardous materials from known contaminated sites are considered less than significant.

Upset or Accident Conditions, Including Near Schools

While all demolition and construction within the Community Plan Area would be required to comply with all local, state, and federal regulations, further mitigation may be required to reduce risks associated with the potential for unknown toxic substances in the soil on existing industrial sites or sites previously designated as industrial. These sites could have been previously occupied by a hazardous materials generating facility. Implementation of Mitigation Measure HM1 included in the Certified EIR, which would require an assessment of past uses on the project site to determine potential risks, would reduce impacts related to the release of unknown hazardous materials into the environment (including near schools) to less than significant.

Listed Hazardous Materials Site

As discussed in the Certified EIR, if future development under the Community Plan is located on

a site that is included on a list of hazardous materials sites, remediation would be implemented to reduce or eliminate impacts. Therefore, compliance with all local, state, and federal regulations and conditions of approval for all future development projects in the Community Plan Area would ensure that contaminated sites undergo remediation activities prior to development activities. Because appropriate site investigation and remediation activities prior to development is required by law, and because all contaminated sites are required to be remediated prior to development, the Certified EIR concluded that this impact would be less than significant.

Airport Hazards

There are no airports or private airstrips located within the Community Plan Area and the Community Plan Area is not located within an airport land use plan. Therefore, implementation of the Community Plan would not result in a safety hazard or be exposed to safety hazards related to the operation of an airport. Therefore, the Certified EIR determined that there would be no impact related to airport or private airstrip safety hazards.

Emergency Response Plan

Construction and operational activities within the Community Plan Area with respect to emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access would be subject to the City's permitting process, and a street closure permit is required when a street closure becomes necessary for project completion. Compliance with existing regulations would ensure that implementation of the Community Plan would not impair or physically interfere with adopted emergency response plans or emergency evacuation plans. Therefore, impacts related to emergency response plans and emergency evacuation plans were determined to be less than significant.

Wildland Fires

According to the Certified EIR, the Community Plan Area is located in a highly urbanized portion of the City and are not located in an area identified as a wildland fire hazard area. There are no very high fire hazard severity zones or brush clearance zones located within the Community Plan Area. Implementation of the Community Plan would not place residences in areas prone to wildfires. Therefore, implementation of the Community Plan would result in no impact related to the risk of loss, injury, or death involving wildland fires.

Mitigation Measures

The following mitigation measure was included in the Certified EIR to reduce impacts related to hazardous materials:

HM1 Any approval of a project within a CPIO Subarea that involves construction-related soil disturbance located on land that is currently or was historically zoned as industrial shall conduct a comprehensive search of databases of sites containing hazardous waste or hazardous materials, including on lists prepared pursuant to Government Code, section

65962.5. A report setting forth the results of this database search shall be provided to the City and shall be made publicly available (e.g. historical environmental reports prepared by Enviroscan, EDR or similar firms). If the report indicates the project site or property within one-quarter mile of the project site has the potential to be contaminated with hazardous waste or hazardous materials for any reason, a Phase 1 Environmental Site Assessment (ESA) shall be prepared.

The Phase 1 ESA shall identify any hazardous materials/wastes that could be present on the project site. The Phase 1 shall also include recommendations and measures for further site assessment to address any hazardous materials/wastes potentially present on the project site. The Phase 1 assessment shall be prepared by an Environmental Professional (as defined in Title 40 Code of Federal Regulations § 312.10 Definitions) to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses. The ESA shall be made publicly available. Depending on the results of the Phase 1 ESA, further investigation and remediation may be required in accordance with local, state, and federal regulations and policies and shall be clearly indicated in the ESA. If the Phase 1 ESA finds that there is no contamination on the site, a letter of No Further Action shall be provided to the City.

The City shall require that a phase 2 Site Assessment be conducted as may be indicated by the site-specific Phase 1 Environmental Site Assessment. If a Phase 2 is found necessary it shall be performed prior to project approval or made a condition on the project if that is found to be adequate for remediation by the Environmental Professional and the relevant federal, state, or local agency.

Should the Phase 2 Site Assessment indicate soil and/or groundwater contamination is present, a detailed Soil Management Plan (SMP) for the treatment of contaminated soils and materials shall be developed and implemented in accordance with applicable laws and regulations. The SMP shall be prepared prior to the Department of Building and Safety's issuance of a grading permit to review and address any impacted soil that may be encountered during excavation and grading.

The SMP shall provide for the sampling, testing, and timely disposal of such soil and shall specify the testing parameters and sampling frequency. Any impacted soils shall be properly treated and disposed of in accordance with applicable SCAQMD, DTSC, and LARWQCB requirements. An Environmental Professional shall be on-site during excavation and grading of the project site to monitor environmental conditions pertaining to soil. Written confirmation by the Environmental Professional stating that required site remediation was completed consistent with the relevant federal, state or local requirements shall be provided to the City prior to issuance of certificates of occupancy.

3.9.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

Routine Transport, Use, or Disposal of Hazardous Materials

Construction

The types of hazardous materials that would be used during construction of the 3022 Western Project would be typical of those hazardous materials necessary for construction of residential and commercial buildings (e.g., paints, solvents, fuel for construction equipment, building materials, etc.). Although construction of the 3022 Western Project would require the temporary transport, use, and disposal of hazardous waste, construction activities associated with the 3022 Western Project would be required to comply with all applicable federal, state, and local regulations governing such activities.

Based on the age of the existing building, there is the potential for it to contain asbestos containing materials (ACMs). When left intact and undisturbed, these materials do not pose a health risk to building occupants. There is, however, a potential for exposure when the material becomes damaged to the extent that asbestos fibers become airborne and are inhaled. The principal federal government agencies that regulate asbestos exposure at the Occupational Safety and Health Administration (OSHA) and the US Environmental Protection Agency (EPA), both of which began regulating asbestos exposure in the early 1970s. Additional regulation and oversight is provided by the SCAQMD. In accordance with existing City, State, and federal rules and regulations, including the federal EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) regulation (40 Code of Federal Regulations 61 Subpart M), the federal regulations under the Occupational Safety and Health Act (29 Code of Federal Regulations Section 1926.1101), California Occupational Safety and Health Administration (CAL-OSHA) regulations (California Code of Regulations, title 8, Sections 341.15, 1529), and SCAQMD Rule 1403, all materials which are identified as ACMs would be removed by a trained and licensed asbestos abatement contractor. Generally, asbestos removal is a low risk operation. When following asbestos-related regulations, the possibility of exposure to airborne asbestos fibers from asbestos removal projects is limited.

It is likely that the existing building also contains lead based paint (LBP). In order to ensure minimal exposure to sensitive receptors and workers, LBP found in the building would be removed and disposed of as recommended by a qualified Department of Health Services lead consultant and in accordance with applicable federal, State, and City regulations, including the federal regulations under the Occupational Safety and Health Act (29 Code of Federal Regulations Section 1926 et seq.), CAL-OSHA regulations (California Code of Regulations, title 8, Sections 1532.1 and 35001 *et seq.*). Mandatory compliance with applicable federal and State standards and procedures would ensure that impacts associated with ACM and LBP are less than significant.

Operation

The 3022 Western Project includes the demolition and removal of the existing warehouse building and the construction of a residential mixed-use development with 114 residential units, 2,500 square feet of retail/potential restaurant uses, and associated parking. The types of hazardous materials that would be found on the Project Site during the operation of the 3022 Western Project would be typically associated with residential and retail/restaurant land uses – paints, cleaning supplies, and small amounts of petroleum products. The 3022 Western Project would not require the routine transport, use, or disposal of hazardous materials that would create a significant hazard to the public or the environment. To the extent there would be any such transport, use, or disposal of small amounts of hazardous materials, compliance with existing local, State, and federal regulations would ensure the transport, storage, and use of these materials would not pose a significant hazard to the public or the environment. Therefore, the 3022 Western Project's impacts related to this issue would be less than significant.

Upset or Accident Conditions

The following provides a summary of the findings from the Phase I ESA prepared for the Project Site (included in Appendix F):

A recognized environmental condition (REC) is defined as (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. The following was identified during the course of the Phase I ESA:

- The Phase I ESA did not identify any recognized environmental conditions during the course of the assessment.

A controlled recognized environmental condition (CREC) is defined as a recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations). The following was identified during the course of the Phase I ESA:

- The Phase I ESA did not identify any controlled recognized environmental conditions.

A historical recognized environmental condition (HREC) is defined as a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other

property use limitations). A historical recognized environmental condition is not a recognized environmental condition. The following was identified during the course of the Phase I ESA:

- The Phase I ESA did not identify any historical recognized environmental conditions.

A de minimis condition is defined as a condition related to a release that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition considered to be a de minimis condition is not a recognized environmental condition nor a controlled recognized environmental condition. The following was identified during the course of the Phase I ESA:

- The Phase I ESA did not identify any de minimis conditions.

As discussed previously, based on the age of the existing building, they are assumed to contain ACM and LBP. However, mandatory compliance with applicable federal and State standards and procedures would ensure that impacts associated with ACM and LBP are less than significant.

In addition, the Project Site is located within a City methane zone. Therefore, the 3022 Western Project would comply with applicable regulations contained in the City's Methane Ordinance (Ordinance No. 175,790) and in Division 71 of the Los Angeles Building Code related to the testing for the presence of methane and the installation of methane mitigation systems prior to construction activities.

Conclusion

Based on the results of the Phase I ESA, no recognized environmental conditions were identified for the Project Site. Therefore, the 3022 Western Project's impacts would be less than significant.

Hazardous Materials Near a School

The following schools are located in proximity to the Project Site:

- Birdielee V. Bright Elementary School, 1771 W. 36th Street, approximately 0.25 miles from the Project Site; and

- Holy Name of Jesus School, 1955 W. Jefferson Boulevard, approximately 0.25 miles from the Project Site.

While the 3022 Western Project would be operational during school hours, the 3022 Western Project would use, at most, minimal amounts of hazardous materials for routine cleaning and maintenance that would be handled in accordance with manufacturers' instructions. In addition, there are intervening structures and roadways between the schools and the Project Site. Therefore, the 3022 Western Project would not pose a significant risk involving the routine transport, use, and disposal of hazardous materials or the accidental release of hazardous

materials, and impacts associated with the emission of hazardous materials near an existing or proposed school would be less than significant.

Listed Hazardous Materials Site

The Phase I ESA (included in Appendix F) included a search of selected government databases using the EDR Radius Map Report. The Project Site addresses were not identified in the EDR or database report. Therefore, this impact would be less than significant.

Airport Land Use Plan

As stated in the Certified EIR, the Community Plan Area is not located within an airport land use plan and are not located within a designated airport hazard area. Therefore, implementation of the 3022 Western Project would not result in airport safety hazards and the 3022 Western Project would have no impact with respect to airport hazards.

Emergency Response Plan

While it is expected that the majority of construction activities for the 3022 Western Project would be confined to the Project Site, temporary and limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially affect emergency access adjacent to the Project Site. Access to the Project Site and surrounding area during construction of the 3022 Western Project would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. Therefore, 3022 Western Project impacts related to emergency response would be less than significant.

Wildland Fires

The Project Site is located in an urbanized area of the City and is completely developed. In addition, the Project Site is not located in a Very High Fire Hazard Severity Zone. Thus, the 3022 Western Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Therefore, the 3022 Western Project would not result in new or increased significant impacts beyond those already identified in the Certified EIR.

Mitigation Measures

The 3022 Western has already complied with the requirements contained in Mitigation Measure HM1 from the Certified EIR, as a Phase I ESA has already been prepared for the Project Site, and which included a regulatory database search. The Project Site was not identified on the EDR database report and the Phase I ESA did not identify any recognized environmental conditions associated with the Project Site. Therefore, no additional mitigation measures would be required.

Cumulative Impacts

Due to their site-specific nature, impacts with respect to hazards and hazardous materials are also typically addressed on a project-by-project basis. Therefore, as with the 3022 Western Project, related projects would address site-specific hazards through the implementation of site-specific recommendations and/or mitigation measures. In addition, like the 3022 Western Project, all related projects would be subject to local, state, and federal regulations pertaining to hazardous materials. Therefore, cumulative impacts with respect to hazards and hazardous materials would be less than significant.

3.9.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to hazards and hazardous materials have occurred within the vicinity of the Project Site since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.9.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to hazards and hazardous materials that would result in new or more severe significant environmental impacts.

3.9.5 Mitigation Measures Addressing Impacts

As stated above, the Project has already complied with the requirements of Mitigation Measure HM1 from the Certified EIR, and no additional mitigation measures would be required as all impacts of the 3022 Western Project related to hazardous materials would be less than significant.

3.9.6 Conclusion

Based on the above, no new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials would occur as a result of the 3022 Western Project. Therefore, the impacts to hazards and hazardous materials as a result do not meet the standards for a subsequent or supplemental EIR pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.

3.10 Hydrology and Water Quality

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
HYDROLOGY AND WATER QUALITY: Would the project:					
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less Than Significant	No	No	No	No
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant	No	No	No	No
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
(i) Result in substantial erosion or siltation on- or off-site?	Less Than Significant	No	No	No	No
(ii)Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less Than Significant	No	No	No	No
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less Than Significant	No	No	No	No
(iv) Impede or redirect flood flows?	Less Than Significant	No	No	No	No
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less Than Significant	No	No	No	No
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant	No	No	No	No

3.10.1 Impact Determination in the EIR

Water Quality

As stated in the Certified EIR, due to the existing urbanized nature of the Community Plan Area, the rate and volume of stormwater runoff as an indirect result of the Community Plan would not result in a substantial increase in stormwater flows to the City's system that discharges to Compton Creek, Ballona Creek, the Dominguez Channel, or the Los Angeles River. In addition, because the overall land use patterns of the Community Plan Area would remain relatively unchanged, this would tend to limit potential changes in the types of pollutants in stormwater runoff, compared to existing conditions. Since only a small percentage of the land in the Community Plan Area is vacant or undeveloped, any new development in the Community Plan Area, whether more intense than existing conditions or not, would not result in a substantial increase of impervious surfaces contributing to runoff.

Compliance with federal and state regulations, as well as the City's standard requirements and the proper implementation of Low Impact Development (LID) and BMPs, would serve to reduce impacts resulting from future development in the Community Plan Area due to implementation of the Community Plan. Furthermore, the Community Plan does not introduce any features that would preclude implementation of, or alter these policies and procedures in any way. Therefore, implementation of the Community Plan would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

Groundwater

The Community Plan Area is highly urbanized and covered largely by non-permeable surfaces (buildings, road, parking lots, etc.) that interfere with groundwater recharge. Therefore, the Community Plan Area is not a significant area for groundwater recharge. Construction of future development in the Community Plan Area as a result of implementation of the Community Plan, whether more intense than existing conditions or not, would not result in a substantial increase in impervious surfaces that would further impact groundwater recharge. Further, while construction activities may use water provided by LADWP for varying purposes, the duration of such activities and the amount of water used would be limited, and does not have the potential to deplete groundwater supplies. Use of this water for construction would not reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of flow of groundwater.

Additionally, the proposed South Los Angeles CPIO establishes mandatory regulations for future development that would require projects to provide landscaping within setback areas and parking lots, which would provide a means for infiltrating or detaining stormwater and would have a beneficial impact on groundwater recharge. Implementation of the Community Plan would not interfere with public uses of the groundwater supply, reduce the water yields of adjacent wells or well fields, adversely change the rate or direction of groundwater flow, or reduce groundwater recharge capacity. No other activities would occur as a result of the Community Plan that would have an effect on groundwater. Compliance with applicable water quality and stormwater

regulations would ensure that impacts would remain less than significant. Therefore, impacts related to groundwater would be less than significant.

Drainage

The Community Plan Area is highly urbanized and does not contain any streams or rivers. The Community Plan does not propose to alter the course of a stream or river. Therefore, the Community Plan would not alter the existing drainage pattern of the Community Plan Area through the alteration of the course of a stream or river that would result in erosion or siltation. Because the Community Plan Area is highly urbanized and covered largely by paved and other non-permeable surfaces, future development within these areas, regardless of building densities and lot coverage, would not result in a substantial increase in non-permeable surfaces such that surface drainage patterns would cause erosion or siltation.

Compliance with state NPDES permit and applicable LAMC regulatory requirements, in combination with the City's standard grading and building permit requirements and the application of BMPs would minimize any potential water quality impacts from erosion and siltation. Therefore, implementation of the Community Plan would not cause changes in surface drainage patterns and surface water bodies in a manner that could cause erosion or siltation, and impacts related to erosion and siltation would be less than significant.

Tsunami or Seiche

As discussed in the Certified EIR, there are no large bodies of water within the Community Plan Area. The Community Plan Area is located more than five miles inland from the Pacific Ocean. While the General Plan Safety Element identifies most of the Community Plan Area as being located within an inundation zone, the Community Plan Area is not located within a Tsunami Hazard Mitigation Zone, and inundation by seiche, a surface wave created when a body of water is shaken, is unlikely to occur. Therefore, implementation of the Community Plan would not expose people or structures to risk from seiche or tsunami, and there would be no impacts to the Community Plan Area with respect to seiche and tsunami hazard.

Flood Hazards

Within the South Los Angeles Community Plan Area, there is a 100-year flood plain which intersects the Community Plan Area east of Van Ness Avenue, between Florence and Slauson Avenues. However, any new development that occurs in this 100-year flood plain would be subject to the restrictions and requirements as part of the City's existing permitting process. Compliance with these existing regulatory requirements related to flood zones would ensure the proposed South Los Angeles Community Plan would not place structures that would impede or redirect flood flows within a flood hazard zone without incorporating proper mitigation measures. Therefore, implementation of the proposed South Los Angeles Community Plan would result in less than significant impacts related to structures impeding or redirecting flood flows in a 100-year flood hazard area.

Mitigation Measures

Impacts related to hydrology and water quality were determined to be less than significant. Therefore, no mitigation measures were required.

3.10.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

Water Quality

During construction of the 3022 Western Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. The 3022 Western Project would be required to implement BMPs to minimize soil erosion and sedimentation from entering the storm drains during the construction period. In addition, the Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the City's discharge requirements, as well as the implementation of BMPs, would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements.

Stormwater runoff generated during operation of the 3022 Western Project has the potential to introduce small amounts of pollutants typically associated with residential developments (e.g., household cleaners, landscaping pesticides, and vehicle petroleum products) into the stormwater system. Stormwater runoff from precipitation events could carry urban pollutants into municipal storm drains. However, during operation, the 3022 Western Project would be required to comply with the City's LID Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires a building permit. LID plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance, the 3022 Western Project would be required to capture and treat the first 3/4-inch of rainfall in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Plan, including the implementation of BMPs (which could include one or several methods including infiltration, capture and use, bio-filtration and retention, or a combination of methods), would ensure that operation of the 3022 Western Project would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality.

Conformance with these regulations would ensure construction and operational activities would not violate water quality standards, waste discharge requirements, or otherwise substantially

degrade surface or groundwater water quality. Therefore, 3022 Western Project impacts related to water quality would be less than significant.

Groundwater

The Project Site is located in an urbanized area of the City and is completely developed with impervious surfaces. During a storm event, stormwater runoff drains as sheet flow down descending slopes to low-lying areas, off-site, and/or to the street. In addition, as part of the Geotechnical Investigation prepared for the Project Site (included in Appendix D), the subsurface exploration did not encounter groundwater to a depth of 75 feet, and the depth to historical high groundwater levels is approximately 28 feet below the ground surface. As such, the Project Site is not a source of groundwater recharge. Additionally, all water consumption associated with the 3022 Western Project would be supplied by LADWP and not from groundwater beneath the Project Site. Thus, impacts related to groundwater as a result of the 3022 Western Project would be less than significant.

Drainage

Erosion

The Project Site is located in a highly urbanized area of the City, and there are no natural watercourses on the Project Site. During a storm event, stormwater runoff drains as sheet flow down descending slopes to low-lying areas, off-site, and/or to the street. Under the post-Project condition, the Project Applicant would be required to implement BMPs to reduce runoff and preserve water quality during construction of the 3022 Western Project. While grading and construction activities may temporarily alter the existing drainage patterns of the Project Site, BMPs would be implemented to minimize soil erosion impacts during 3022 Western Project grading and construction activities. In addition, the Project Applicant would be required to implement a LID Plan (during operation), which would reduce the amount of surface water runoff leaving the Project Site after a storm event. Specifically, the LID Plan would require the implementation of stormwater BMPs to retain or treat the runoff from a storm event producing 3/4-inch of rainfall in a 24-hour period. Therefore, the 3022 Western Project would not result in substantial erosion or siltation on- or off-site, and impacts would be less than significant.

Runoff

Grading and construction activities on the Project Site may temporarily alter the existing drainage patterns and change off-site flows. However, construction and operation of the 3022 Western Project would not result in a significant increase in site runoff or any changes in the local drainage patterns that would result in flooding on- or off-site. The 3022 Western Project would be required to implement BMPs to reduce runoff and preserve water quality during construction of the Project. Compliance with the LID Ordinance would also reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Therefore, impacts related to runoff would be less than significant.

Three general sources of potential short-term construction-related stormwater pollution associated with the 3022 Western Project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures, or BMPs, can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids on the construction site are also common sources of stormwater pollution and soil contamination. Grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-site migration of pollutants. During construction, the Applicant shall be required to implement all applicable and mandatory BMPs in accordance with the approved LID Plan. These "good-housekeeping" practices would ensure that short-term construction-related impacts would be less than significant.

Pursuant to City policy, stormwater retention would be required as part of the LID plan. Further, pollutants resulting from 3022 Western Project operation, including petroleum products associated with the 3022 Western Project's parking and circulation areas, would be subject to the requirements and regulations of the applicable LID Ordinance requirements. Accordingly, the 3022 Western 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. Thus, the 3022 Western Project would not create or contribute surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, 3022 Western Project impacts related to storm drain capacity and water quality would be less than significant.

Activities associated with operation of the 3022 Western Project could generate substances that could degrade the quality of water runoff. The deposition of certain chemicals by cars in the parking garage could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced since the 3022 Western Project must comply with water quality standards and wastewater discharge BMPs set forth by the City, the SWRCB, and the 3022 Western Project's approved LID Plan. Through compliance with existing regulations and the approved LID Plan, the 3022 Western Project would not create or contribute surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, 3022 Western Project impacts related to storm drain capacity and water quality would be less than significant.

Flood

The Project Site is not located within a 100-year zone, as mapped by the Federal Emergency Management Agency (FEMA, Flood Insurance Rate Map No. 06037C1618G). Thus, the 3022 Western Project would not have the potential to impede or redirect flood flows, and no impact would occur.

Tsunami or Seiche

According to the Geotechnical Investigation prepared for the Project Site (included in Appendix D), the Project Site is not located near a reservoir, lake, or bay, and therefore, the potential for damage from a seiche is considered nil. In addition, the Project Site is not identified in the Safety Element of the General Plan as being located in a potential inundation area.[34] Therefore, the 3022 Western Project would result in no impact related to flooding and the risk of release of pollutants as a result of a tsunami or seiche.

Water Quality Control Plan

The 3022 Western Project is within the jurisdiction of the LARWQCB, and grading, excavation, and other construction activities associated with the implementation of the 3022 Western Project could impact water quality due to erosion resulting from exposed soils that may be transported from the Project Site in stormwater runoff. Compliance with City LID requirements and the implementation of BMPs would ensure that stormwater pollutants would not substantially degrade water quality. Consistent with the analysis provided in the Certified EIR, compliance with these regulations would ensure that impacts with respect to a water quality control plan or groundwater management plan would be less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Related projects could potentially result in an increase in surface water runoff and contribute point and non-point source pollutants to nearby water bodies. However, as with the 3022 Western Project, related projects would be subject to the City's LID requirements, as well as NPDES, SWPPP, and SUSMP requirements, as applicable for related projects over one acre in size. It is anticipated that related projects would also be evaluated on an individual basis by the Department of Public Works to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. Thus, cumulative impacts with respect to hydrology and water quality would be less than significant.

[34] Los Angeles General Plan Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas.

3.10.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to hydrology and water quality have occurred within the vicinity of the Project Site since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.10.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance which has become available relative to hydrology and water quality that would result in new or more severe significant environmental impacts.

3.10.5 Mitigation Measures Addressing Impacts

Because the EIR determined the Project would have a less than significant impact on hydrology and water quality, no mitigation measures were required. Implementation of the 3022 Western Project does not change these impact determinations. Therefore, no additional mitigation measures are required.

3.10.6 Conclusion

Based on the above, no new significant hydrologic/water quality impacts or a substantial increase in previously identified hydrologic/water quality impacts would occur as a result of the 3022 Western Project. Therefore, the impacts to hydrology and water quality as a result do not meet the standards for a subsequent or supplemental EIR pursuant to Public Resources Code Section 21166 or CEQA Guidelines Section 15162.

3.11 Land Use and Planning

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
LAND USE AND PLANNING: Would the project:					
(a) Physically divide an established community?	No Impact	No	No	No	No
(b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less Than Significant	No	No	No	No

3.11.1 Impact Determination in the EIR

Physically Divide an Established Community

The Community Plan Area is an urbanized area that is nearly fully developed and therefore most opportunities to build involve infill development or recycling previously developed property. The Community Plan does not propose any zoning or land use designations that would substantially change existing land use patterns or connectivity in the area. Furthermore, the Community Plan does not include any extension of roadways or other transit infrastructure through currently developed areas that could physically divide or isolate existing neighborhoods or an established community. The Community Plan does not introduce land uses that would divide existing neighborhoods, but would encourage land uses that complement and enhance the existing neighborhoods of the Community Plan Area. Residential neighborhoods would be preserved while major corridors would be enhanced to support complete streets, increased access, and connectivity to transit. Therefore, the Certified EIR concluded that no impacts would occur.

Plan Consistency

As discussed in the Certified EIR, the Community Plan would not result in substantial increased potential for land use conflicts between existing and future land uses. In particular, the Community Plan promotes compatibility between industrial, residential, and other sensitive uses. Because of the existing land use incompatibilities between industrial and other uses, a set of compatibility standards were developed as part of the proposed CPIO Industrial subareas to address issues such as buffering, screening, and restrictions on noxious uses. In addition, changes occurring under the Community Plan would bring land use and zoning into consistency with the existing and surrounding uses, promote compatibility, and decrease the potential for land use conflicts.

Accordingly, land use incompatibilities resulting from implementation of the Community Plan would not occur.

The Certified EIR also determined that the proposed changes to land use and zoning under the Community Plan are consistent with regional and local land use plans including: SCAG's Sustainable Communities Strategy, Regional Transportation Plan, and Compass Growth Vision; the City's Framework and Housing Elements; the 2012 Air Quality Management Plan; and the Metro Congestion Management Program (CMP). Implementation of the Community Plan would increase compatibility between land uses, primarily between residential and industrial uses. Therefore, impacts to land use and planning would be less than significant.

Mitigation Measures

Impacts related to land use and planning were determined to be less than significant. Therefore, no mitigation measures were required.

3.11.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

Physically Divide an Established Community

The Certified EIR determined that implementation of the Community Plan would not include any extensions of roadways or other development features through currently developed areas that could physically divide or isolate existing neighborhoods or an established community. Instead, the Certified EIR determined that the land use changes in the Community Plan would create consistency between the Community Plan land use map and the actual built land uses on parcels. The Project Site is currently developed with a warehouse building and surface parking lot and is located in an established urbanized area of the City that is already served by a well-developed roadway system and utility infrastructure. The 3022 Western Project is an infill development within the confines of the existing Project Site boundaries with land uses similar to those already found in the immediate area. Further, the 3022 Western Project does not propose any changes to the zoning or land use designation for the Project Site. Thus, the 3022 Western Project would not physically divide an established community and impacts would be less than significant.

Land Use Consistency

General Plan

The General Plan designates the Project Site as Community Commercial, which permits the proposed residential and commercial uses. The Los Angeles General Plan sets forth goals, objectives, and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including Land Use, Transportation, Noise, Safety, Housing, and Conservation. The City's Land Use Element is

divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. Policies and programs set forth in the General Plan are subjective in nature, as the General Plan serves as a constitution for development and foundation for land use decisions. The consistency of the 3022 Western Project with applicable goals, objectives, and policies in the General Plan is presented in Table 3.11-1, below. As shown, the 3022 Western Project would be consistent with the applicable goals, objectives, and policies.

Table 3.11-1
General Plan Consistency Analysis

Goal, Objectives, Policies	Discussion
Framework Element Land Use Chapter	
Goal 3H: Lower-intensity highway-oriented and local commercial nodes that accommodate commercial needs outside centers and districts. **Objective 3.12:** Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics. **Policy 3.12.1:** Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Tables 3-1 and 3-7. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.	**Consistent.** The 3022 Western Project would result in the development of a mixed-use building that will provide 114 dwelling units and 2,500 square feet of commercial space in an area that transitions between commercial and residential zones and thereby accommodates both, in accordance with the density allowed under the General Plan designation, LAMC, and State Density Bonus Law. Community Plan Table 3-1 allows neighborhood district uses in the Community Commercial area. This includes: mixed-use structures integrating housing with commercial uses (in accordance with the LAMC and Density Bonus incentives, as applicable). Therefore, the 3022 Western Project is in substantial conformance with the purposes, intent, and provisions of the Framework Element of the General Plan.
Mobility Element	
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.	**Consistent.** The 3022 Western Project would be located nearby a commercial corridor that is characterized by a high degree of pedestrian activity. The 3022 Western Project would further promote pedestrian activity by developing a mixed-use residential and commercial building proximate to public transit options such as Metro Lines 207, 38, and 37 along Western Avenue and Adams Boulevard and near the Metro E Line Expo/Western Station, with attractive streetscape improvements such as street trees and landscaping.
Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.	**Consistent**. The 3022 Western Project would promote this policy by providing adequate vehicular access, improving pedestrian access, and providing bicycle facilities. The 3022 Western Project is located in close proximity to public transit, such as Metro lines 207, 38, and 37 along Western Avenue and Adams Boulevard and near the Metro E Line Expo/Western Station. Finally, the 3022 Western Project includes 10 short-term and 84 long-term bicycle parking spaces, per LAMC requirements.

Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent**. The 3022 Western Project would be designed to provide accessibility and accommodate the needs of people with disabilities as required by the American with Disabilities Act (ADA) and the City's applicable related building code regulations.
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.	**Consistent**. The 3022 Western Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new mixed-use residential and commercial development in close proximity to public transit options and jobs (including construction jobs).
Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent**. The 3022 Western Project would be located in an area well-served by public transit provided by Metro Lines 207, 38, and 37 along Western Avenue and Adams Boulevard and near the Metro E Line Expo/Western Station.
Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent**. The 3022 Western Project would activate the area around major transit stops with housing and commercial use.
Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	**Consistent**. The 3022 Western Project is located in close proximity to public transit, such as Metro lines 207, 38, and 37 along Western Avenue and Adams Boulevard and near the Metro E Line Expo/Western Station.
Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	**Consistent**. The 3022 Western Project provides bicycle parking spaces in accordance with LAMC requirements, and the 3022 Western Project would provide 10 short-term and 84 long-term bicycle parking spaces, per LAMC requirements, as well as a bike repair room.
Policy 3.9: Discourage the vacation of public rights-of-way	**Consistent**. The 3022 Western Project would not vacate any public rights-of-way.
Policy 3.10: Discourage the use of cul-de-sacs that do not provide access for active transportation options.	**Consistent**. The 3022 Western Project would not include the development of a cul-de-sac.
Policy 4.8 Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** As discussed in the Transportation Assessment prepared for the 3022 Western Project, the 3022 Western Project would include TDM design features, including reduced parking supply and the provision of bicycle infrastructure.
Policy 4.13 Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent**. The Mobility Plan 2035 recognizes that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multimodal mobility system and that parking consumes a vast amount of space in the urban environment, which otherwise could be put to valuable alternative uses. Additionally, the Mobility Plan observes that large parking lots create significant environmental impacts, detract from neighborhoods' visual quality, and discourage walking by increasing the distances between services and facilities. The 3022 Western Project would provide reduced parking in accordance with State density bonus law, and would provide bicycle parking according to LAMC requirements. Furthermore, the 3022 Western Project would be located in an area well-served by public transit, which would reduce parking demand.

Policy 5.2 Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent**. The 3022 Western Project would include mixed-use residential and commercial (potential restaurant) uses located in a commercial corridor characterized by a high degree of pedestrian activity. The 3022 Western Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. Therefore, the 3022 Western Project would support VMT reductions.
Policy 5.4 Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	**Consistent**. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the 3022 Western Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC Section 99.04.106.8. In addition, the 3022 Western Project would provide reduced parking and increased density in proximity to public transit.
Policy 5.5 Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.	**Consistent**. During construction, the 3022 Western Project would implement BMPs and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. In addition, during operation, the 3022 Western Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the City's LID ordinance.
Housing Element (2021-2029)	
Objective 1.1 Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.	**Consistent.** The 3022 Western Project would create housing on a site where none previously existed and develop a variety of floor plan layouts and bedroom types, including 114 new multi-family residential units. The 3022 Western Project would contribute to the total number of dwelling units as deemed necessary in the Regional Housing Needs Assessment.
Objective 1.2 Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.	**Consistent.** The 3022 Western Project would not involve the removal of any existing housing and would provide 114 new multi-family residential units, including 14 units restricted for Very Low Income households.
Objective 3.1 Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.	**Consistent.** The 3022 Western Project promotes walkable communities near public transit. Project amenities include residential open spaces and recreational uses that will promote healthy activities for future residents. The 3022 Western Project would also activate the Project Site with a mix of uses that would provide a secure building, lighting, and provide "eyes on the street" with a security plan, thus promoting public safety.
Objective 3.2 Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.	**Consistent.** The 3022 Western Project would comply with the Los Angeles Green Building Code, and therefore, the 3022 Western Project would include a building that incorporates the latest sustainability requirements. Further, the 3022 Western Project would include 114 residential units, including 14 units reserved for Very Low Income households, providing housing for various income levels. Finally, the Project Site is located in an area well-served by public transit provided by Metro Lines 207, 38, and 37 along Western Avenue and Adams Boulevard and near the Metro E Line Expo/Western Station, in close proximity to the Downtown Los Angeles Job Center.

Objective 4.1 Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.	**Consistent.** The 3022 Western Project would comply with all federal, state, and local laws regarding fair housing practices, accessibility, and the production, preservation, and operation of housing.
Objective 4.2 Promote outreach and education on fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.	**Consistent.** The 3022 Western Project would comply with all federal, state, and local laws regarding equal housing without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status.
Conservation Element	
15.1 Objective: Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.	**Consistent.** The Project Site and surrounding area are characterized by dense urban development. Due to existing buildings in the area, views are generally obstructed, and no scenic vistas exist. Therefore, the 3022 Western Project would not have any adverse effect on a scenic vista for the enjoyment of present and future generations.
15.1 Policy: Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.	**Consistent.** The Project Site does not contain any significant existing landforms (e.g., ridge lines, bluffs, unique geologic features) or unique scenic features (historic, ocean, mountains, unique natural features). The Project Site is located in an urbanized portion of the City and topographically relatively flat. The Project Site is not a part of a scenic resource and would not obstruct any scenic views.
Health and Wellness Element	
1.5 Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The 3022 Western Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the 3022 Western Project would be located within and near the job centers of South Los Angeles and Downtown Los Angeles.
2.2 Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.	**Consistent.** The 3022 Western Project would be designed to encourage pedestrian activity. Use of bicycles to and from the Project Site through the provision of ample and safe bicycle parking, consistent with LAMC requirements, as well as a bicycle repair room.
2.3 Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health resources.	**Consistent.** Design of the 3022 Western Project would comply with all existing federal, state, and local regulations, including the ADA and the state and City building codes to eliminate barriers for individuals with permanent and temporary disabilities.
2.11 Lay the foundation for healthy communities and healthy living by promoting	**Consistent.** See Policy 1.5 above regarding how the 3022 Western Project's mix of uses and location near transit

infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users.	would support healthy communities and healthy living.
3.8 Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across ages and level of abilities.	**Consistent.** The 3022 Western Project would provide approximately 6,310 square feet of open space, consistent with LAMC requirements, including balconies and a podium pool deck.
5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	**Consistent.** As discussed in Section 3.3 of this technical memorandum, the 3022 Western Project's regional and local emissions during both construction and operation would be less than significant. In addition, the 3022 Western Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic.
5.3 Reduce exposure to second-hand smoke by promoting smoke-free environments and market and support public, private, and nonprofit cessation programs and services.	**Consistent.** The 3022 Western Project would reduce exposure to second-hand smoke in accordance with applicable law, such as prohibition on smoking in rental residential units (California Civil Code Section 1947.5).
5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.	**Consistent.** The 3022 Western Project's regional and local emissions during both construction and operation would be less than significant (see the air quality analysis provided in Section 3.3 of this technical memorandum). As discussed in Section 3.9 of this technical memorandum, the 3022 Western Project would comply with existing regulations pertaining to hazardous materials to ensure that no significant impacts related to upset and accident conditions related to hazardous materials would occur as a result of the 3022 Western Project. Finally, the 3022 Western Project does not include facilities that would use hazardous materials, such as a dry cleaner, industrial manufacturing processes, or automotive repair facilities, and the 3022 Western Project would not result in any impacts related to odors.
5.7 Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The 3022 Western Project would comply with Section 2485 in CCR Title 13, which requires trucks and vehicles in loading and unloading queues to have their engines turned off after five minutes when not in use, in order to reduce vehicle emissions.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**Consistent**. The 3022 Western Project would support this City policy through compliance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), which requires the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. The 3022 Western Project would also be required to comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. Thus,

	BMPs would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. Thus, the 3022 Western Project would reduce the amount of hazardous substances and total amount of flow entering the wastewater system.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**Consistent**. See Policy 9.3.1. above under Infrastructure and Public Services Chapter.
Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.	**Consistent**. Based on LADWP's demand projections provided in its 2020 Urban Water Management Plan, LADWP would be able to meet the water demand of the 3022 Western Project, as well as the existing and planned future water demands of its service area. As the 3022 Western Project's water demand is accounted for in the City's future projected demands (the 2020-2045 RTP/SCS includes growth throughout the Los Angeles subregion and informs the LADWP 2020 UWMP), the 3022 Western Project would not require the construction or expansion of new water treatment facilities that could cause a significant environmental effect.
Goal 9P: Appropriate lighting required to: (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and information lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.	**Consistent.** The 3022 Western Project would introduce new sources of artificial light to the Project Site, including low-level exterior lights for security and way-finding purposes, as well as general accent lighting. The 3022 Western Project would not include electronic lighting or signs with flashing or strobe lights. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses. The 3022 Western Project would comply with the City's lighting and signage ordinances and would have signage approved by LADBS.
General Plan, Chapter 3-Land Use: https://planning.lacity.org/cwd/framwk/chapters/03/03207.htm City of Los Angeles, Conservation Element of the General Plan, March 2001. Housing Element: http://planning.lacity.org/HousingInitiatives/HousingElement/Text/Ch6.pdf City of Los Angeles, Health and Wellness Element of the General Plan, March 2015. General Plan, http://cityplanning.lacity.org/cwd/framwk/fwhome0.htm Note: This table includes only the policies that are applicable to the 3022 Western Project.	

Land Use Element: South Los Angeles Community Plan

The Project Site is currently designated Community Commercial in the South Los Angeles Community Plan. The Site is within the TOD Subareas portion of the CPIO, specifically Subarea E. The General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. As stated above, the Community Plan is the Land Use Element of the City's General Plan. The Community Plan also contains policies and objectives to guide development and uses planned within the City. As addressed above, not every goal, policy, or objective of the Community Plan is applicable to the 3022 Western Project or the Project Site. A demonstration of consistency with the General Plan requires a finding of general harmony with the plan. The Community Plan is intended to promote an arrangement of land use, circulation, and services that will encourage and contribute to the

economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City; guide the development of the Community Plan area to meet existing and anticipated needs and conditions; to balance growth and stability; regulate land development and other trends; and protect investment. As set forth in Table 3.11-2, below, the 3022 Western Project would not conflict with the applicable goals and policies of the Community Plan.

Table 3.11-2

Community Plan Consistency Analysis

Goals	Discussion
Multi-Family Residential	
Goal LU4: Distinct multi-family neighborhoods that preserve physical assets and foster neighborhood character and identity.	**Consistent.** The 3022 Western Project would include residential uses in a building that is consistent with other buildings in the area. Further, the mixed-use of the proposed building provides a transition between the commercial uses on Western Avenue and the residential uses on surrounding streets, such as Hobart Boulevard and W. 30th Street.
Goal LU5: Adequate housing units are promoted and provided for all segments of the community regardless of income, age, physical ability, or ethnic background.	**Consistent.** The 3022 Western Project would provide 114 residential units, including 14 units reserved for Very Low Income households. In addition, the proposed residential units would include a variety of bedroom types to serve different segments of the community.
Commercial	
GOAL LU6: A commercial sector that is strong and competitive, that serves the needs of individual neighborhoods and the broader community, and that provides local residents with access to high quality jobs providing a pathway out of poverty.	**Consistent.** The 3022 Western Project would include approximately 2,500 square feet of commercial uses that would serve the community and provide jobs. The mixed-use building provides potential employment within walking distance for residents or neighbors who may have limited transportation options.
Goal LU7: Uses which are detrimental to the health and welfare of the community, such as automobile-oriented uses, over-concentrated uses and community nuisances, are effectively addressed.	**Not Applicable.** The community identified liquor stores, stand-alone drive-thru fast-food establishments, off-site alcohol sales, recycling facilities, smoke shops, and check cashing facilities as uses incompatible in a neighborhood context. The 3022 Western Project would not include any of these uses.
Goal LU8: High quality, context-sensitive design that is reflective of the desired community character, and preserves the historic and cultural character of the district.	**Consistent.** The 3022 Western Project would act as a transition between the commercial uses on Western Avenue and the residential uses to the east of the Project Site on Hobart Boulevard.
Goal LU9: Areas of high pedestrian activity that thrive and vibrant, cohesive neighborhoods that feel inviting and safe.	**Consistent.** The 3022 Western Project would remove a warehouse building and surface parking lot, and would construct a mixed-use residential and commercial building in its place, which would increase the pedestrian activity along the Project Site.
Goal LU10: Healthy foods, including fresh produce, that are conveniently available in all neighborhoods.	**Not Applicable.** The 3022 Western Project is not proposing a grocery store, farmers market, or removing any unhealthy food sources.
Goal LU11: "Green" development that promotes an ecologically sustainable community and reduces greenhouse gases.	**Consistent.** The 3022 Western Project would be designed to meet the applicable requirements of the State's Green Building Standards Code and the City of Los Angeles' Green Building Code. In addition, as discussed in Section 3.8 of this technical memorandum,

	impacts with respect to GHG emissions as a result of the 3022 Western Project would be less than significant.
Community Commercial	
Goal LU12: Strong and competitive community commercial areas that serve the needs of the surrounding community while preserving historic commercial and cultural character.	**Consistent.** The 3022 Western Project would remove a warehouse building and surface parking lot and construct a mixed-use residential and commercial building. These uses would promote pedestrian activity and would provide housing and commercial uses to serve the surrounding community. Finally, as discussed in Section 3.5 of this technical memorandum, the 3022 Western Project would not impact any historic resources.
Goal LU13: Strong and competitive Neighborhood Commercial areas that serve the needs of individual neighborhoods while preserving existing historic commercial and cultural character.	**Consistent.** The 3022 Western Project would remove a warehouse building and surface parking lot and construct a mixed-use residential and commercial building. These uses would promote pedestrian activity and would provide housing and commercial uses to serve the surrounding community. Finally, as discussed in Section 3.5 of this technical memorandum, the 3022 Western Project would not impact any historic resources.
https://planning.lacity.org/plans-policies/community-plan-area/south-los-angeles	

Zoning Consistency

The Project is in TOD Subarea E (TOD Low) in the CPIO. The TOD Low Subarea is located in close proximity to Metro light rail stations or Metro Rapid bus intersections and is characterized by low to medium density development transitioning from existing low density residential blocks to commercial corridors. The 3022 Western Project would not conflict with any of the development standards of the CPIO, and to the extent the 3022 Western Project deviates from the CPIO or other applicable development regulation, such deviations (i.e., density bonus, height, FAR, driveway, open space reduction, etc.) are allowed by the State Density Bonus Law in exchange for the Project's 14 very low income units.

The Project Site is zoned C2-2D-O-CPIO, which permits the proposed multi-family residential and commercial uses. The existing zoning permits a residential density of one unit per 400 square feet of lot area, an FAR of 1.5:1, and a maximum height of three stories 45 feet. As discussed previously, the 3022 Western Project would reserve 14 units for Very Low Income households. Therefore, the 3022 Western Project would receive a 50 percent density bonus, subject to approval of the requested CUP, of 38 units above the base density of 76 units, for a total of 114 units. State Density Bonus Law would also allow the following incentives and waivers of development standards: 1) an off-menu incentive for a 46 percent open space reduction from 11,675 square feet to 6,310 square feet; 2) an off-menu incentive for 52 percent of the ground floor of the primary frontage to be utilized for active floor area, in lieu of 75 percent; 3) an off-menu incentive to permit vehicular access to be provided from the primary frontage; 4) a waiver of development standard to permit a height of five stories and 64 feet, six inches to the top of the parapet; and 5) a waiver of development standard to permit a 2.87:1 FAR. These incentives and waivers would be provided in exchange for providing the 14 affordable housing units, and the increased height, FAR, and density would be within the allowable height, FAR, and density

permitted by State law and the LAMC in order to provide needed affordable housing in the City. The 3022 Western Project would comply with all other provisions of the zoning code.

Mitigation Measures

None required.

Cumulative Impacts

Given the built-out conditions of the greater Los Angeles region, including the Project area, the related projects generally consist of higher-density infill development including mixed-use, retail, restaurant, residential, hotel, and office uses, responding to the need for housing, sources of employment, and retail uses, particularly near transit. The 3022 Western Project would not conflict with important local and regional goals and policies for the Los Angeles area, which would assist the City in achieving short- and long-term goals and objectives related to providing additional housing units, reducing urban sprawl, efficiently utilizing existing infrastructure, reducing regional congestion, and improving air quality through the reduction in VMT. This is consistent with SCAG and other regional policies for promoting more intense uses near transit and providing a variety of housing options. As with the 3022 Western Project, the related projects would be required to comply with relevant land use policies and regulations, as well as zoning standards. As discussed above, the 3022 Western Project would be consistent with applicable land use plans and zoning standards adopted for the purposes of avoiding of mitigating a significant environmental effect. Therefore, cumulative impacts related to land use would be less than significant.

3.11.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to land use and planning have occurred within the vicinity of the Project Site since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.11.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance which has become available relative to land use that would result in new or more severe significant environmental impacts.

3.11.5 Mitigation Measures Addressing Impacts

Because the EIR determined the Project would have a less than significant impact on land use, no mitigation measures were required. Implementation of the 3022 Western Project does not change these impact determinations. Therefore, no additional mitigation measures are required.

3.11.6 Conclusion

Based on the above, no new significant land use impacts or a substantial increase in previously identified land use impacts would occur as a result of the Project. Therefore, the impacts to land use as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162.

3.12 Mineral Resources

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
MINERAL RESOURCES: Would the project:					
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact	No	No	No	No
(b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on local general plan, specific plan or other land use plan?	Less Than Significant	No	No	No	No

3.12.1 Impact Determination in the EIR

As discussed in the Certified EIR, portions of the Community Plan Area is zoned as part of the "O" District. However, the proposed Community Plan would retain the existing "O" District zoning, which generally overlays existing oil fields and would not introduce new oil districts or oil producing uses. In addition, the Community Plan Area is known to contain areas where mineral resources are known or are likely to occur (an area classified as MRZ-2 is partially located within the Community Plan Area). While mineral resources are known or likely to occur in the Community Plan Area, the proposed Community Plan does not include provisions to reduce the availability of these resources, or include plans to extract known resources in the Community Plan Area.

Mitigation Measures

No impacts related to mineral resources were determined for the Community Plan and no mitigation measures were required.

3.12.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

While the Project Site is currently zoned C2-2D-O-CPIO, no such extraction or drilling of mineral resources occurs on the Project Site, and the 3022 Western Project proposes to develop residential and commercial uses on the Project Site. As such, the 3022 Western Project would result in a less than significant impact with respect to mineral resources and would not result in

new or increased significant impacts beyond those already identified in the previously adopted EIR.

Mitigation Measures

None required.

Cumulative Impacts

With regard to cumulative effects on mineral resources, no such resources are located on the Project Site or in the surrounding area. In addition, the 3022 Western Project would have no impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. Therefore, cumulative impacts with respect to mineral resources would be less than significant.

3.12.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to mineral resources have occurred and no substantial new mineral resources have been identified within the vicinity of the 3022 Western Project since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.12.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance which has become available relative to mineral resources that would result in new or more severe significant environmental impacts.

3.12.5 Mitigation Measures Addressing Impacts

Because the EIR determined the Project would have no impact on mineral resources, no mitigation measures were required. Implementation of the 3022 Western Project does not change these impact determinations. Therefore, no additional mitigation measures are required.

3.12.6 Conclusion

Based on the above, no new significant mineral resources or a substantial increase in previously identified mineral resources would occur as a result of the 3022 Western Project. Therefore, the impacts to mineral resources as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162.

3.13 Noise

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
NOISE: Would the project result in:					
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Significant and Unavoidable	No	No	No	Yes
(b) Generation of excessive groundborne vibration or groundborne noise levels?	Significant and Unavoidable	No	No	No	Yes
(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	No	No	No	No

This section is based on the Certified EIR and the following item, which is included as **Appendix G** to this technical memorandum:

G Noise Technical Modeling, DKA Planning, November 2022.

3.13.1 Impact Determination in the EIR

Noise

Construction

As discussed in the Certified EIR, noise would be experienced by sensitive uses due to construction activities associated with development pursuant to the Community Plan. Sensitive uses are located throughout the Community Plan Area, and as specific development plans have not yet been determined at individual sites, for the purpose of the analysis in the Certified EIR, it is assumed that sensitive receptors could be as close as 50 feet from where construction would take place. Therefore, it was determined that sensitive receptors could experience noise levels ranging from 71 to 107 dBA L_{eq} and typical construction noise levels could exceed the 75 dBA L_{eq}

at 50 feet standard in the LAMC. Mitigation Measure N1 was provided in the Certified EIR to reduce construction noise impacts. However, the Certified EIR determined that depending on the location of construction activities, typical construction noise levels could still exceed 75 dBA despite implementation of Mitigation Measure N1. Therefore, under the Community Plan, increases in noise levels in excess of the LAMC standards due to construction activities would be significant and unavoidable.

Operation

Under the Community Plan, foreseeable projects would be consistent with the LAMC and the CPIO development standards, which are anticipated to eliminate potential noise impacts from operational sources. Furthermore, implementation of Mitigation Measure N2 identified in the Certified EIR would further control noise exposure and would reduce potential noise to within the LAMC standards. Therefore, changes in noise levels due to the operation of proposed uses under the Community Plan would be less than significant.

Vibration

Construction

Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Vibration levels associated with construction equipment could exceed the significance threshold, potentially causing building damage or substantial human annoyance. It is anticipated that Mitigation Measures N3 and N4, identified in the Certified EIR, would substantially reduce/control construction vibration, particularly for historically-designated or national or state eligible structures. However, in the absence of construction details associated with specific projects and without knowing the proximity of construction activities to specific receptors, it is anticipated that construction vibration levels at adjacent buildings could exceed the thresholds of significance. Therefore, the Certified EIR determined that the Community Plan would result in a significant and unavoidable impact related to construction vibration.

Operation

It is not anticipated that the Community Plan would be developed with substantial sources of operational vibration (e.g., blasting activities). Operational groundborne vibration would be generated by vehicular travel on the local roadways. According to the Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment guidance document, vibration from traffic is rarely perceptible. It is not anticipated that the Community Plan would result in new mobile or stationary sources of operational vibration, and therefore, the Certified EIR determined that implementation of the Community Plan would result in a less than significant impact with respect to vibration during operation.

Airport Noise

Some areas within the South Los Angeles Community Plan Area are located within the Airport Influence Area for LAX. Any impacts that would occur to future residents or users in the South Los Angeles Community Plan Area from existing conditions from the noise related to the Airport Influence Area would not be an impact under CEQA. Additionally, it is not reasonably foreseeable that the Community Plan would exacerbate those existing conditions, as any increase in flight activity based on the increase in population in the Community Plan Area would be at best negligible. The Community Plan Area is not located within the vicinity of a private airstrip. New development would not expose people residing or working in the project area to excessive noise related to airstrip operations. Therefore, the Community Plan would have no impact related to airport plans or airstrip noise.

Mitigation Measures

The following mitigation measures were provided in the Certified EIR to reduce impacts related to noise and vibration:

N1 Any approval of a project located within a CPIO Subarea (except for Residential Subareas M, N, and O) shall ensure that all contractors include the following best management practices in contract specifications, where applicable:

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.
- When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
- Use electric or solar generators, when available.

N2 The following conditions shall apply to future development within the CPIO Subareas (except Residential Subareas M, N, and O):

- Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block line-of-sight to sensitive receptors.
- Mechanical equipment (e.g., heating, ventilation, and air conditioning (HVAC) Systems) shall be enclosed with sound buffering materials.
- Truck loading/unloading activity shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m. when located within 200 feet of a residential land use.
- Parking structures located within 200 feet of any residential use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.

N3 Any approval of a project located within a CPIO Subarea (except for Residential Subareas M, N, and O) that is adjacent to buildings listed or determined eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, designated as a Historic-Cultural Monument by the City of Los Angeles, within a Historic Preservation Overlay Zone ("historic buildings"), or determined to be historically significant in SurveyLA or other historic resource survey meeting all of the requirements of Public Resources Code, section 5024.1(g), shall ensure all of the following requirements are or will be met:

- Historic buildings adjacent to the project's construction zones are identified.
- A Vibration Control Plan is prepared and approved by the City.
- The Vibration Control Plan shall be completed by a qualified structural engineer.
- The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the identified land uses from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels such as sonic pile driving or caisson drilling instead of impact pile driving.

At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).

N4 Any approval of a project located within a CPIO Subarea (except for Residential Subareas M, N, and O) shall ensure that all contractors include the following best management practices in contract specifications, where applicable:

- Impact pile drivers shall be avoided where possible in vibration- sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are alternatives that shall be utilized where geological conditions permit their use.

- The construction activities shall involve rubber-tired equipment rather than metal-tracked equipment.

The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts.

3.13.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

Existing Conditions

Noise Sensitive Receptors

Land uses sensitive to noise may include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. The Project Site is located on a largely residential stretch of Western Avenue, with more residential neighborhoods flanking the corridor to the east and west. Existing and future sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following:

- Residences, 3112 Western Avenue, approximately five feet south of the Project Site.

- Residences, 3100 block of Hobart Boulevard, as close as approximately 40 feet east of the Project Site.

- Residences, 3023 Western Avenue, approximately 80 feet west of the Project Site.

- Residences (proposed), 3101 Western Avenue, approximately 80 feet west of the Project Site.

- Residences, 2018 West 31st Street, approximately 220 feet west of the Project Site.

- Residences, 1823 Jefferson Boulevard, approximately 270 feet southwest of the Project Site.

Existing Ambient Noise Levels

The Project Site is occupied by a vacant 5,967-square-foot commercial building and surface parking lot. As there is no activity on the Project Site, there are no sources of noise from this location.

Transportation noise is the main source of noise in urban environments, largely from the operation of internal combustion engines and frictional contact between the vehicle and the ground and air.[35] In May 2022, DKA Planning took short-term noise measurements near the Project Site to determine the ambient noise conditions of the neighborhood near a subset of sensitive receptors representative of the noise environment near the Project Site.[36] As shown in Table 3.13-1, noise levels range from 54.5 to 70.5 dBA L_{eq}, largely influenced by the proximity and line-of-sight of each monitoring location to vehicle traffic on Western Avenue or Jefferson Boulevard.

Table 3.13-1
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility[b]
		dBA (L_{eq})	dBA (CNEL)[a]		
A. Residences – 3112 Western Ave.	Traffic on Western Ave.	70.5	68.5	Residences – 3112 Western Ave.	Conditionally Acceptable
B. Alley between 31st St. and Jefferson Blvd.	Traffic on Western Ave.	59.4	57.4	Residences – 1823 Jefferson Blvd.	Normally Acceptable
C. 3023 Western Ave. (31st St. side)	Traffic on Western Ave.	57.3	55.3	Residences – 3023 Western Ave.; Residence – 2018 31st St.	Normally Acceptable
D. Alley between Western and Hobart Blvd.	Traffic on Jefferson Blvd.	54.5	52.5	Residences – Hobart Blvd. (3100 block)	Normally Acceptable

[a] Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2016 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.
[b] Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 2 above for definition of compatibility designations.
Source: DKA Planning, 2022

Existing Groundborne Vibration

There are no substantial sources of groundborne vibration at the Project Site. No sources of vibration were perceptible at any noise measurement locations during the course of the field noise

[35] World Health Organization, https://www.who.int/docstore/peh/noise/Comnoise-2.pdf.

[36] Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Sound Level Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

study. On Western Avenue and Jefferson Boulevard, there was perceptible groundborne vibration from occasional heavy-duty trucks and transit buses travelling on these major arterials. However, vibration levels surrounding the Project Site are generally imperceptible, suggesting that vibration levels are typically below the 0.01 inches per second threshold of perception for humans.

Noise

Construction

On-Site Construction Activities

During all construction phases, noise-generating activities could occur at the Project Site between the hours of 7:00 AM and 9:00 PM Monday through Friday, in accordance with Section 41.40(a) of the LAMC. In accordance with Section 41.40(c), construction would be permitted to occur between 8:00 AM and 6:00 PM on Saturdays, and construction is not permitted on Sundays. The 3022 Western Project would require heavy equipment during construction such as excavators, loaders, a crane, and other earthmoving vehicles. Smaller equipment such as forklifts, generators, and various powered hand tools would also be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Construction of the 3022 Western Project would be required to ensure that all diesel-fueled construction equipment complies with noise limits in LAMC Section 112.05. As noted earlier, a subset of sensitive receptors was analyzed to represent a range of environmental conditions in the vicinity of the Project Site. While there are additional receptors in the area, this subset of locations is representative of how 3022 Western Project construction could affect a variety of areas located near the Project Site. As shown in Table 3.13-2, noise levels from construction activities could reach as high as 65.8 dBA L_{eq}. These levels reflect compliance with City regulations, such as LAMC Section 112.05, as well as factors that attenuate noise, such as walls along the alley behind the Project Site and distance to receptors across Western Avenue. However, the noise increases as a result of Project construction activities would not elevate any existing ambient noise levels by 5 dBA L_{eq} or more. As such, construction noise impacts would be less than significant.

Table 3.13-2
Project Construction Noise Levels
at Sensitive Receptors – Unmitigated

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Potentially Significant?
1. Residence – 2018 W 31st St.	40.0	57.3	57.4	0.1	No
2. Residences – 1823 Jefferson Bl.	43.9	59.4	59.5	0.1	No
3. Residences – 3023 Western Ave.	65.3	70.5	71.6	1.1	No

4. Residence – 3112 Western Ave.	58.8	70.5	70.8	0.3	No
5. Residences – Hobart Bl (3100 block)	65.8	70.5	71.8	1.3	No
6. Residences- 3101 Western Ave.	43.4	54.5	54.8	0.3	No
Source: DKA Planning, 2022.					

Off-Site Construction Activities

With regard to off-site construction-related noise impacts, Section 112.05 of the LAMC does not regulate noise levels from road legal trucks, such as delivery vehicles, concrete mixing trucks, pumping trucks, and haul trucks. However, the operation of these vehicles would still comply with the construction restrictions set forth by Section 41.40 of the LAMC. Demolition of the existing building and parking lot would require approximately 253 haul truck trips over a 10-day period that would use northbound Western Avenue to access the Santa Monica (I-10) Freeway.

During the grading phase, the 3022 Western Project is expected to require approximately 2,765 haul trips (round trips) to export soils to off-site landfills, which would occur over an approximately 45-day phase. Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference noise level conversion to an equivalent number of passenger vehicles.[37] When applying a PCE adjustment to reflect the noise profile of heavy-duty trucks, the grading phase would add noise that would be the equivalent of adding 186 vehicles (including 18 worker trips associated with grading) to the local street network in a peak hour of activity. This would represent about 9.6 percent of the roughly 1,940 north- and southbound vehicles on Western Avenue at 30th Street during the existing A.M. peak hour of traffic.[38]

Because a 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant, these increases during all five major phases of construction would be far less than the 100 percent increase needed to increase ambient noise levels by 3 dBA (Table 3.13-3). As a result, the 3022 Western Project's off-site construction noise impact from haul trucks would be less than significant.

Table 3.13-3
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips [a]	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Western Ave[e]

[37] Caltrans, Technical Noise Supplement Table 3-3, 2013.

[38] Overland Traffic Consultants, Inc., Traffic Assessment for 3022 S. Western Mixed-Use Project, November 2022.

Demolition	10	0	69[b]	79	4.1
Grading	18	0	168[c]	186	9.6
Trenching	5	0	0	5	0.3
Building Construction	101	55[d]	0	156	8.0
Architectural Coating	20	0	0	20	1.0

[a] Conservatively assumes all worker trips occur in the peak hour of construction activity.
[b] The 3022 Western Project would generate 253 haul trips over a 10-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent in terms of noise.
[c] Assumes 2,765 haul truck trips over a 45-day period with seven-hour work days. Assumes a 19.1 PCE.
[d] This phase would generate up to 20 vendor truck trips daily over a seven-hour work day. Assumes a 9.55 PCE.
[e] Percent of existing north- and southbound traffic volumes on Western Avenue at W. 30th Street.

Source: DKA Planning, 2022.

Operation

On-Site Operational Noise

During operation, the 3022 Western Project would produce noise from both on- and off-site sources. However, as discussed below, the 3022 Western Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The 3022 Western Project would also not increase surrounding noise levels by more than 3 dBA Community Noise Equivalent Level (CNEL), the minimum threshold of significance adopted by this analysis. As a result, the 3022 Western Project's on-site operational noise impacts would be considered less than significant.

Mechanical Equipment. HVAC equipment would be located on the building's rooftop, 58'10" in elevation, where equipment generates a sound pressure level of up to 95 dBA at one foot. This equipment would include a number of sound sources, including compressors, condenser fans, supply fans, return fans, and exhaust fans that could generate a sound pressure level of approximately 81.9 dBA L_{eq} at five feet.[39] A nearly five-foot high parapet and a roof edge on all elevations would create a natural noise barrier that reduces noise levels from rooftop HVAC units by 10 dBA or more, and would reduce any noise exposure for nearby receptors. This is helpful in managing noise, as equipment often operates continuously throughout the day, evening, and night. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC

[39] City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Other equipment would be fully enclosed within the building's structure and shielded from nearby sensitive receptors. This includes three electrical rooms on the ground floor garage and numerous mechanical and electrical room on the P1 garage basement level. A vault hosting pool equipment and pumps would also be located in the basement, along with elevator equipment (including hydraulic pump, switches, and controllers). As a result, the operation of mechanical equipment would not result in significant noise impacts at nearby sensitive receptors.

Parking and Auto-Related Activities. The majority of operational noise from the 3022 Western Project would come from auto-related activities. This would include approximately 609 daily vehicle trips to and from the 3022 Western Project that would access the Project Site from a driveway off Western Avenue. During the A.M. peak hour, about 39 vehicles would use the driveway with about 24 vehicles during the P.M. peak hour. Vehicle noise at the Project driveways would consist of tire squeal and some sound of engines that would be negligible at nearby sensitive receptors. Noise from cars using the driveway on Western Avenue would have negligible noise impacts on nearby sensitive receptors for two reasons. The ambient noise level of 70.5 dBA L_{eq} at the residences along Western Avenue would make any noise from an average of one vehicle every two minutes inaudible over a one-hour averaging period. Once in the subterranean parking level, vehicles would produce other noise (e.g., tire squeal, slamming vehicle doors) that would be contained, as the subterranean parking level would be enclosed on all sides.

Residential and Commercial Operational Sources. Noise associated with residences and commercial uses (e.g., restaurants) would include a variety of sources, including human conversation and activities, recreational facilities, trash collection, landscape maintenance, and commercial loading operations. These are discussed below:

- Human conversation. Noise associated with everyday residential activities would largely be contained internally within the 3022 Western Project. Noise could include passive activities such as human conversation and socializing in outdoor spaces. This includes:

  - Second floor pool deck and courtyards facing south toward Western Avenue.

  - Private balconies on all floors on the west, east, and south elevations.

  All of these areas would be used for socializing and passive recreation (e.g., reading, walking). There would be intermittent activities that would produce negligible impacts from human speech, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in

noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.[40]

Noise from any socializing and passive recreation would not result in significant noise impacts. Any conversations on the private balconies would be intermittent and would not elevate noise levels at the adjacent residences over a 24-hour period by 5 dBA CNEL or more. The second floor courtyards would be shielded on three sides by the development itself, ensuring that any noise from use of the courtyards is emitted toward Western Avenue, where the high ambient noise levels (i.e., 68.5 dBA CNEL) would render any noise inaudible to sensitive receptors on the west side of Western Avenue, 80 feet to the west.

Recreation. A 312 square-foot pool would be located on the southern portion of the second floor facing Western Avenue. Like the two courtyards that flank it, the pool would be shielded on three sides by the development itself, ensuring that any noise from use of the pool is emitted toward Western Avenue. Again, the high ambient noise levels (i.e., 68.5 dBA CNEL) would render any noise inaudible to sensitive receptors on the west side of Western Avenue. In addition, there would be residential community guidelines in place that would be regulated by on-site property management. As a result, ambient noise levels at nearby noise-sensitive receptors would not be elevated by more than 5 dBA, the threshold of significance for operational noise impacts.

- Trash collection. On-site trash and recyclable materials for the residents and restaurant would be managed from the waste collection areas on the north and south ends of the ground-floor parking garage, respectively. Haul trucks would access solid waste from Western Avenue, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[41] Intermittent solid waste management activities would operate during the day. Trash collection activities would not substantially elevate 24-hour noise levels at off-site locations by 5 dBA CNEL or more.

- Landscape maintenance. Noise from leaf flowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, gas powered leaf blowers and other equipment with two-stroke engines can generated 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[42] The landscape plan focuses on a modest palette of accent trees and raised planters on the ground level and second floor near the pool and courtyards that would minimize the need for powered landscaping equipment, as some of this can be managed

[40] Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

[41] RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

[42] Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017

by hand. Any intermittent landscape equipment would operate during the day and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.[43]

- Commercial loading. On-site loading and unloading activities would be managed at the southern end of the ground floor parking garage, which is obscured from any off-site sensitive receptors. As a result, there would be negligible noise impacts on off-site receptors and impacts would not increase CNEL noise levels at off-site locations. Further, LAMC Section 114.03 would regulate loading and unloading activities between 10:00 P.M. and 7:00 A.M.

As most of these operational sources would occur infrequently over the course of a day or even week, the cumulative impact of on-site operational noise sources would have minimal impacts on adjacent land uses and would not elevate ambient noise levels at sensitive receptors by 5 dBA CNEL or more. This includes the closest sensitive receptor, which would be residences immediately south of the Project Site. Therefore, the impact of on-site operational noise sources from the 3022 Western Project would be less than significant.

Off-Site Operational Noise

The majority of the 3022 Western Project's operational noise impacts would occur off-site from the approximately 609 daily vehicle trips to and from the 3022 Western Project that would access the Project Site from a driveway off Western Avenue. During the A.M. peak hour, about 39 vehicles would use the driveway with about 24 vehicles during the P.M. peak hour. As noted earlier, the 3022 Western Project would have to double traffic on local roadways in order to elevate roadway noise levels by 3 dBA L_{eq} or more, let alone elevate noise by 5 dBA, the threshold of significance for operational noise impacts.

The 3022 Western Project's incremental traffic increase on Western Avenue would represent approximately 2.0 percent of the 1,940 existing vehicles on this arterial in the A.M. peak hour at 30th Street. Because this assumes that all vehicles accessing the Project Site would use Western Avenue, this potential impact likely overstates impacts, as some vehicles would use Jefferson Boulevard or other local streets to access the Project Site, decentralizing traffic patterns and reducing roadway noise levels.

As such, peak-hour Project-related traffic would generate far less than a doubling of traffic on Western Avenue and would result in an inaudible increase in traffic-related noise on local streets. Therefore, the 3022 Western Project's operational impact on off-site ambient noise levels as a result of its traffic generation would be consistent with the Municipal Code, and the impact would be less than significant.

[43] While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.

Vibration

Construction

On-Site Sources

Construction of the 3022 Western Project could require large steel-tracked earthmoving equipment such as excavators. Though this equipment may be capable of generating maximum vibration levels of 0.089 inches per second peak particle velocity (PPV) at a reference distance of 25 feet, it is important to note that these vehicles would not operate directly along property lines that abut adjacent structures, as they would retain some setback to preserve maneuverability, in addition to operating at reduced power and intensity to maintain precision at these locations. As illustrated in Table 3.13-4, the 3022 Western Project's estimated construction vibration impacts at the nearest off-site structures would not jeopardize their structural integrity. Therefore, the 3022 Western Project's vibration impacts from construction activities would be less than significant.

Table 3.13-4
Building Damage Vibration Levels – On-Site Sources

Off-Site Receptor Location	Distance to Project Site (feet)[a]	Vibration Velocity Levels at Off-Site Sensitive Receptors from Construction Equipment (in/sec PPV)					Significance Criterion (PPV)	Potentially Significant Impact?
		Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Level (25 Feet)	N/A	0.089	0.089	0.076	0.035	0.003	--	--
Residence, 3112 Western Ave.	15	0.148	0.148	0.127	0.058	0.005	0.20[b]	No
Residences, Hobart Blvd.	30	0.074	0.074	0.063	0.015	0.001	0.20[b]	No
Commercial Building, 3008 Western Ave.	60	0.037	0.037	0.032	0.015	0.001	0.20[b]	No
Residences, 3023 Western Ave.	90	0.025	0.025	0.021	0.010	0.001	0.30[c]	No

[a] Includes ten-foot buffer for equipment maneuverability
[b] FTA criterion for Category III (non-engineered timber and masonry buildings)
[c] FTA criterion for Category II (engineered concrete and masonry (no plaster))
Source: DKA Planning, 2022.

Off-Site Sources

As discussed earlier, construction of the 3022 Western Project would generate trips from large trucks including haul trucks, concrete mixing trucks, concrete pumping trucks, and vendor delivery trucks. Regarding building damage, based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the

truck.[44] According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Nonetheless, there are buildings along the 3022 Western Project's haul route(s) that are situated approximately along the right-of-way and would be exposed to ground-borne vibration levels of approximately 0.006 PPV. This estimated vibration generated by construction trucks traveling along the anticipated haul route(s) would be well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to vibration. The 3022 Western Project's potential to damage roadside buildings and structures as the result of groundborne vibrations generated by its truck trips would therefore be considered less than significant.

Operation

During 3022 Western Project operations, there would be no significant stationary sources of groundborne vibration, such as heavy equipment or industrial operations. The 3022 Western Project's long-term vibration impact from operational sources (primarily passenger vehicles) would be nominal, as rubber tires of vehicles on smooth roadways dampen most vibration from the movement of vehicles. Further, the FTA's 2018 Transit Noise and Vibration Impact Assessment Manual finds that "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." The vibration generated by a typical heavy truck would be approximately 0.00566 in/sec PPV at a distance of 50 feet. As such, operational vibration impacts from the 3022 Western Project would be less than significant.

Airport Noise

The Project Site is not located within an airport land use plan or within two miles of a public airport or a public use airport. The 3022 Western Project would therefore not expose people residing or working in the Project area to excessive noise levels from an airport use, and no impact would occur.

Mitigation Measures

While the analysis provided above demonstrates that implementation of the 3022 Western Project would not require any mitigation measures related to air noise and vibration, the 3022 Western Project would nevertheless implement Mitigation Measures N1, N2, and N4 from the Certified EIR. Mitigation Measure N3 is not applicable to the 3022 Western Project, as it is not adjacent to a historic building or within a Historic Preservation Overlay Zone.

Cumulative Impacts

Construction

During construction of the 3022 Western Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Noise from construction

[44] Federal Transit Administration, "Transit Noise and Vibration Impact Assessment," May 2006, Figure 7-3.

of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between. There are two related projects within 1,000 feet of the Project Site (Related Projects #4 and #5) that could impact local sensitive receptors to the north of the Project Site. As illustrated in Table 3.13-5, the cumulative noise impacts at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq}. These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from the 3022 Western Project alone, as more distant related projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. In addition, as with the 3022 Western Project, all related projects would be required to comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

Table 3.13-5
Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Potentially Significant?
Residence – 2018 W 31st St.	59.4	57.3	61.5	4.2	No
Residences – 1823 Jefferson Bl.	56.0	59.4	61.0	1.6	No
Residences – 3023 Western Ave.	60.0	70.5	70.9	0.4	No
Residence – 3112 Western Ave.	64.0	70.5	71.4	0.9	No
Residences – Hobart Bl (3100 block)	54.0	54.5	57.3	2.8	No
Source: DKA Planning, 2022.					

During construction, vibration impacts are generally limited to buildings and structures located near the construction site (i.e., within 15 feet as related to building damage). As noted earlier, the 3022 Western Project's impacts from construction vibration with respect to building damage would be less than significant. However, nearby structures could be subject to cumulative vibration impacts if concurrent construction and vibration activities were to occur within close proximity. Any such projects would need to limit or avoid use of pile drivers or other impacting equipment for any shoring of structures. The nearest related project (Related Project #5) is approximately 80 feet west of the Project Site across Western Avenue with no intervening structures that could be impacted by concurrent construction. As a result, there are no identified or reasonably foreseeable related projects within 15 feet of the Project Site that could generate cumulative vibration impacts on any nearby buildings or structures when the 3022 Western Project begins construction in 2023. As such, there is no potential for a cumulative construction vibration impact that subjects nearby buildings to vibration levels that exceed the FTA's vibration damage criteria.

Operation

The 3022 Western Project's on and off-site operational noise sources would have a minimal effect on surrounding ambient noise conditions that is below the minimum 3 dBA CNEL increase threshold of significance. Therefore, the 3022 Western Project's noise impact from operations would be less than significant. Additionally, it is unlikely that off-site operational noise sources associated with related projects (i.e., vehicle traffic) would contribute to substantial noise increases at sensitive receptors to the 3022 Western Project. While traffic from related projects may utilize Western Avenue, the 3022 Western Project's impact on this roadway's traffic-related noise levels would be nominal. Therefore, traffic generated by the 3022 Western Project would not materially contribute to any cumulatively considerable noise increases along Western Avenue. The 3022 Western Project's impacts to more-distant roadways would also be nominal. Given these considerations, operations of the 3022 Western Project and related projects would not result in any cumulatively considerable noise increases at shared receptors, and this impact would be less than significant.

3.13.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to noise have occurred and no substantial new noise sources have been identified within the vicinity of the 3022 Western Project since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.13.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to noise impacts that would result in new or more severe significant environmental impacts.

3.13.5 Mitigation Measures Addressing Impacts

As stated above, the 3022 Western Project would implement Mitigation Measures N1, N2, and N4 from the Certified EIR. Implementation of these measures would ensure that the 3022 Western Project's impacts with respect to noise and vibration are less than significant.

3.13.6 Conclusion

Based on the above, no new significant noise impacts or a substantial increase in previously identified noise impacts would occur as a result of the 3022 Western Project. Therefore, the impacts to noise as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162.

3.14 Population and Housing

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
POPULATION AND HOUSING: Would the project:					
(a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less Than Significant	No	No	No	No
(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant	No	No	No	No

3.14.1 Impact Determination in the EIR

Population and Housing Growth

According to the Certified EIR, the current Community Plan cannot accommodate the additional projected population growth to occur by 2035. For South Los Angeles, the current Community Plan's reasonably expected development is 291,473 residents and the reasonably expected population under the proposed Community Plan is 313,836 residents (an increase of 22,363 residents).

Implementation of the Community Plan would increase the level of reasonably expected housing from 91,015 units to 97,897 housing units in the South Los Angeles Community Plan Area (an increase of 6,882 housing units), which essentially meets SCAG's 2035 housing projection of 97,900 housing units.

The Community Plan outlines a vision for the long-term physical and community enhancement of the Community Plan Area. The Community Plan provides strategies and specific implementing actions that will allow the vision of the Community Plan Area to be accomplished and establish standards for future development projects that enhance the character and sustainability of the community. The Community Plan follows smart growth principles and promotes concentrated, mixed-use development adjacent to transit corridors in order to conserve resources, protect existing residential neighborhoods, and improve air quality by reducing VMT. Therefore, the

Certified EIR concluded that the Community Plan is not inducing but rather accommodating anticipated growth, and impacts were determined to be less than significant.

Displace Housing

As discussed in the Certified EIR, no housing units are specifically proposed to be demolished, converted to market rate, or removed through other means as a result of the Community Plan. Thus, it is not anticipated that the Community Plan would result in substantial displacement of existing housing. The Community Plan consists of urbanized communities developed with a mixture of single- and multi-family residential, commercial, industrial, civic, recreational, and open space uses. Most new development in the Community Plan Area would involve recycling previously developed parcels.

Implementation of the Community Plan would increase the levels of reasonably expected housing from 91,015 units to 97,897 housing units in the South Los Angeles Community Plan Area (an increase of 6,882 housing units), which essentially meets SCAG's 2035 housing projection of 97,900 housing units for the Community Plan Area. Therefore, impacts related to housing displacement were determined to be less than significant.

Mitigation Measures

Impacts related to population and housing were determined to be less than significant for the Community Plan, and therefore, no mitigation measures were required.

3.14.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

Population Growth

As discussed above, the 3022 Western Project's development of a residential building containing 114 units, including the 38 additional units received as a density bonus for reserving 14 units for Very Low Income households, would not exceed the growth assumptions of the 2020-2045 RTP/SCS. In addition, the proposed residential uses would be consistent with the existing zoning and land use designation for the Project Site. Based on the City's VMT Calculator, the 3022 Western Project would result in a residential population of approximately 269 people at the Project Site. Moreover, Project implementation would not result in demolition of existing housing units. The Project, therefore, is a net addition to the City's housing stock. The Certified EIR accounted for a population increase of 22,363 residents and an increase of 6,882 housing units within the South Los Angeles Community Plan Area. The 3022 Western Project's 114 housing units and 269 residents would therefore fall within the projections for the South Los Angeles Community Plan Area. Therefore, the 3022 Western Project would not result in a change in the population or housing estimates from those contemplated in the Certified EIR, and impacts would be less than

significant. Further, the 3022 Western Project is consistent with the City's goals to provide affordable housing and includes 14 units reserved for Very Low Income households.

Displace Housing

The Project Site is currently developed with a warehouse building and surface parking, and does not contain any residential units. Therefore, the 3022 Western Project would not displace any existing housing units that would necessitate the construction of replacement housing elsewhere. As such, the 3022 Western Project's impacts would be less than significant and would not exceed those already identified in the Certified EIR.

Mitigation Measures

None required.

Cumulative Impacts

In terms of population and housing, related development would not induce substantial growth since most of the City is already fully developed. In addition, not all related projects include residential uses and therefore would not contribute to employment growth. As described above, the 3022 Western Project would be within the growth forecasts contained in the 2020-2045 RTP/SCS and would provide new housing in a location where growth is planned encouraged. In addition, the 3022 Western Project would not displace any existing housing units, necessitating the construction of replacement units elsewhere. It is possible that some of the related projects might displace existing housing units and the people residing in them. However, even if construction of replacement housing units were required elsewhere, such development would likely occur on infill sites within the City and the appropriate level of environmental review would be conducted to analyze the extent to which the related projects could cause significant impacts. Therefore, cumulative impacts with respect to population and housing would be less than significant.

3.14.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to population and housing have occurred within the vicinity of the 3022 Western Project since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.14.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to population and housing impacts that would result in new or more severe significant environmental impacts.

3.14.5 Mitigation Measures Addressing Impacts

Because the EIR determined the Project would have a less than significant impact on population and housing impacts, no mitigation measures were required. Implementation of the 3022 Western Project does not change these impact determinations. Therefore, no additional mitigation measures are required.

3.14.6 Conclusion

Based on the above, no new significant population and housing impacts or a substantial increase in previously identified population and housing impacts would occur as a result of the 3022 Western Project. Therefore, the impacts to population and housing as a result do not meet the standards for a subsequent or supplemental EIR pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.

3.15 Public Services and Recreation

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
(a) Fire protection?	Less Than Significant	No	No	No	No
(b) Police protection?	Less Than Significant	No	No	No	No
(c) Schools?	Less Than Significant	No	No	No	No
(d) Parks?	Significant and Unavoidable	No	No	No	No
(e) Other public facilities?	Less Than Significant	No	No	No	No

Issues (and supporting Information Sources)	Impact Determination in EIR	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	EIR's Mitigation Measures Addressing Impact
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?	Less Than Significant	No	No	No	No
(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	No	No	No	No

3.15.1 Impact Determination in the EIR

Fire and Police

The analysis in the Certified EIR determined that it is possible over the 20-year plan horizon that the reasonably expected development from the Community Plan could result in the need and construction of new or expanded fire stations, police stations, or related facilities. No new fire stations or police stations are planned or proposed in the Community Plan. It is assumed that if new or expanded fire or police facilities are determined to be necessary at some point in the future, such facilities would occur where allowed under the designated land use. The environmental impacts of the construction and operation of new facilities, as an allowed land use, have been evaluated throughout the Certified EIR. In addition, should new facilities be needed, such facilities will be located on parcels that are infill on lots that are between 0.5 and 1 acres in size. Based on the urban location and size, the construction of new police or fire facilities or expansion of an existing facility would be a less-than-significant impact and/or possibly qualify for an infill exemption. To the extent that any significant impacts could result from the unique characteristics of the specific project site, those impacts would be speculative at this time. Therefore, the Certified EIR determined that impacts related to fire or police facilities would be less than significant.

Schools

The Los Angeles Unified School District (LAUSD) enrollment forecasts are limited to five-year increments and do not extend out to 2035, and, thus, a comparison to LAUSD forecasts for the plan horizon year is not possible. According to the Certified EIR, the existing public (non-charter) elementary, middle, and high schools serving the Community Plan Area have the capacity to accommodate additional students as no schools are currently experiencing overcrowding. Nevertheless, as future development in the Community Plan Area occurs, the student population would increase.

All development in California is subject to California Government Code Section 65995, which allows LAUSD to collect impact fees from developers of new residential and commercial/industrial space. Per current State law, developer impact fees are the exclusive method for mitigating impacts on school facilities. These fees collected on residential and commercial development may be used to pay for all of the following: land (purchased or leased) for school facilities, design of school facilities, permit and plan checking fees, construction or reconstruction of school facilities, testing and inspection of school sites and school buildings, furniture for use in new school facilities, and interim school facilities (purchased or leased) to house students generated by new development while permanent facilities are constructed. Payment of these fees would assist in funding efforts necessary to alleviate school overcrowding and would ensure that new development under the Community Plan would bear its fair share of the cost of accommodating additional students generated. With payment of appropriate fees, impacts were determined to be less than significant.

Parks and Recreation

Implementation of the Community Plan would increase the population and dwelling units in the Community Plan Area which would in turn increase the use of existing parks and recreational facilities. Compliance with existing regulations could help relieve the demand on existing parks through the provision of new parks. However, none of these measures would help to reduce the substantial deficit in parks and recreational facilities existing in the Community Plan Area that would reduce the physical deterioration of existing parks to the extent that would make the impact less than significant. Therefore, the Community Plan would result in a significant and unavoidable impact related to the deterioration of existing parks and recreational facilities.

No new parks or recreational facilities are planned or proposed in the Community Plan. Nevertheless, new park facilities could be constructed, including consistent with the Quimby Act and the City's park standards. If new park facilities are constructed, it is reasonably expected that such facilities would occur where allowed under the designated land use. The Community Plan Area is urbanized and new facilities would not involve expansion of the urban sphere beyond current boundaries and thus there would be no need for new or expanded infrastructure. Particular impacts related to future park sites would be speculative at this time. Therefore, impacts related to the construction of new parks or recreational facilities would be less than significant.

Libraries

As discussed in the Certified EIR, aside from one planned library facility, no additional libraries are planned or proposed at this time and funds available to meet demands for facilities have not been identified. If new libraries are constructed to meet the current and foreseeable unmet demand, it is expected that such facilities would occur where allowed under the designated land use. The environmental impacts of the construction and operation of new facilities, as an allowed land use, have been evaluated throughout the Certified EIR. In addition, should new facilities be needed, such facilities will be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size. The Community Plan Area is urbanized and new facilities would not involve expansion of the urban sphere beyond current boundaries and thus there would be no need for new or expanded infrastructure. Generally, development of libraries in the Community Plan Area would be expected to have impacts consistent with those analyzed and identified in the Certified EIR or potentially be eligible for an infill exemption. Any significant impacts related to the specific future library site would be speculative at this time. Therefore, impacts related to the construction of a new library would be less than significant.

Mitigation Measures

Impacts related to fire, police, schools, and libraries were determined to be less than significant for the Community Plan, and therefore, no mitigation measures were required. Impacts to parks were determined to be significant and unavoidable, but no feasible mitigation measures were identified in order to reduce this impact.

3.15.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

Fire

Construction

Construction activities associated with the 3022 Western Project may temporarily increase demand for fire protection and emergency medical services. Construction activities may also cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources from machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings.

To comply with Cal-OSHA and State and City Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on-site.[45] Project construction would comply with all applicable codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Thus, in light of City and State regulations and code requirements that would, in part, require personnel to be trained in fire prevention and emergency response, maintenance of fire suppression equipment, and implementation of proper procedures for storage and handling of flammable materials, construction impacts on fire protection and emergency medical services would be less than significant.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response, by adding construction traffic to the street network and by necessitating partial lane closures during street improvements and utility installations. These impacts, while potentially adverse, would be less than significant for the following reasons:

- Construction activities are temporary in nature and do not create continuing risks;
- General “good housekeeping” procedures employed by the construction contractors and the work crews (e.g., maintaining mechanical equipment, proper storage of flammable materials, cleanup of spills of flammable liquid) would minimize these hazards; and
- Partial lane closures would not significantly affect emergency vehicles, the drivers of which normally have a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the Project Site, flagmen would be used to facilitate the traffic flow until such temporary street closures are complete.

[45] https://www.dir.ca.gov/title8/1920.html.

Impacts on traffic that could potentially affect emergency response are addressed through a Construction Traffic Management Plan (CTMP), which includes traffic management strategies for 3022 Western Project construction. The CTMP would outline and dictate how construction operations would be carried out, and would identify specific actions to reduce effects on the surrounding community. The CTMP would be based on the nature and timing of specific construction activities and other projects in the vicinity.

In addition to traffic, there are a number of factors that influence emergency response, including alarm transfer time, alarm answering and processing time, mobilization time, risk appraisal, geography, distance, traffic signals, and roadway characteristics. It is acknowledged that, even with the CTMP, the 3022 Western Project could incrementally increase traffic, which could potentially delay emergency response times. However, the 3022 Western Project's potential impacts are minimal given these other factors.

Overall, construction is not considered to be a high-risk activity, and the Los Angeles Fire Department (LAFD) is equipped and prepared to deal with construction-related traffic and fires should they occur. Due to the limited duration of construction activities and compliance with applicable codes, 3022 Western Project construction would not be expected to adversely impact firefighting and emergency services to the extent that there would be a need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. Therefore, impacts on fire protection services associated with construction of the 3022 Western Project would be less than significant.

Operation

Fire Flow

Prior to construction of the 3022 Western Project, the Water Operations Division of LADWP would perform a detailed fire-flow study at the time of permit review (Plan Check) in order to ascertain whether further water system or site-specific improvements would be necessary. In addition, the LAFD would review the plans for compliance with applicable City Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the Project would not create any undue fire hazard. Thus, fire flow to the Project Site would be adequate, and the associated impact would be less than significant.

Response Distance

The Project Site would be served by Station No. 26, located at 2009 Western Avenue, approximately 0.83 miles from the Project Site. LAFD’s ability to provide adequate fire protection and emergency response services to a site is determined by the response distance and the degree to which emergency response vehicles can successfully navigate the given access ways and adjunct circulation system, which is largely dependent on roadway congestion along the response route. For residential uses (such as the 3022 Western Project), the maximum response distance is 1.5 miles from a fire station with an engine company to a project site and two miles from a fire station with a truck company to a project site. The 3022 Western Project would be

located approximately 0.83 miles from Station No. 26, which has a light force (composed of one truck company and one engine company).[46] Thus, the 3022 Western Project would be within the required response distance. Additionally, as stated previously, the 3022 Western Project would be required to comply with applicable City Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, and would be required to include features such as established emergency procedures, emergency stairways, automatic fire-extinguishing system, automatic smoke detection system, emergency voice/alarm communication system, manual alarm fire boxes, etc. Given the Project Site's distance from the fire station, and the incorporation of fire protection systems within the proposed building, 3022 Western Project impacts related to response distance would be less than significant.

Emergency Access

The LAFD would review the 3022 Western Project plans for compliance with the Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the 3022 Western Project would not create any undue fire hazard. Through compliance with applicable provisions of the Fire Code, 3022 Western Project impacts related to emergency access would be less than significant.

Conclusion

Consistent with the ruling of *City of Hayward v. Board Trustees of California State* University (2015) 242 Cal.App.4th 833 and the requirements stated in the California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate fire protection and emergency medical services is the responsibility of the City. Through the City's regular budgeting efforts, LAFD's resource needs, including staffing, equipment, trucks and engines, ambulances, other special apparatuses and possibly station expansions or new station construction, would be identified and allocated according to the priorities at the time. If LAFD determines that new facilities are necessary at some point in the future, further analysis, including a specific location, would be speculative and beyond the scope of this document. Thus, the 3022 Western Project impacts on fire protection and emergency medical services would be less than significant.

Police

Construction

Although there is the potential for 3022 Western Project construction to create an increase in demand for police protection services, the 3022 Western Project would provide security on the Project Site as needed and appropriate during the construction process. This security could include perimeter fencing, lighting, and security guards, thereby reducing the demand for Los Angeles Police Department (LAPD) services. The specific type and combination of construction site security features would depend on the phase of construction. The Project Applicant would install temporary construction fencing to secure the Project Site during the construction phase to

[46] Los Angeles Fire Department: http://www.lafd.org/about/about-lafd/apparatus.

ensure that valuable materials (e.g., building supplies and metals such as copper wiring), as well as construction equipment are not easily stolen or abused.

During construction, emergency response vehicles can use a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Lights and other identifying noises compel traffic to pull to the side where available to provide access through traffic. Although minor traffic delays due to potential lane closures could occur during construction, particularly during the construction of utilities and street improvements, impacts to police response times are considered to be less than significant for the following reasons:

(1) Emergency access would be maintained to the Project Site during construction through marked emergency access points approved by the LAPD;

(2) Construction impacts are temporary in nature and do not cause lasting effects; and

(3) Partial lane closures, if determined to be necessary, would not significantly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the Project Site, flagmen would be used to facilitate the traffic flow until such temporary street closures are complete.

Construction of the 3022 Western Project would not affect the LAPD's ability to respond to emergencies to the extent that there is no need for any additional new or expanded police facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAPD. For these reasons, 3022 Western Project construction impacts on police services would be less than significant.

Operation

The 3022 Western Project would include security features such as appropriate lighting in and around the proposed building and controlled access to the subterranean parking level. The 3022 Western Project would include defensible spaces designed to reduce opportunity crimes and ensure safety and security. In addition, the lighting and landscaping design would ensure high visibility. Emergency access to the Project Site would be provided by the existing street system. The 3022 Western Project's residential nature would provide for natural surveillance by residents, particularly in the evening. Combined with the provision of on-site security features, coordination with LAPD, and incorporation of crime prevention features, the 3022 Western Project would not require the provision of new or physically altered police stations in order to maintain acceptable service ratios or other performance objectives for police protection. Additionally, the 3022 Western Project would also contribute to the General Fund, a portion of which is allocated to the LAPD and other public services. Moreover, consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and potential impacts on

public safety services are not an environmental impact that CEQA requires a project applicant to mitigate. Therefore, 3022 Western Project impacts related to police protection services would be less than significant.

Schools

The Certified EIR uses the following student generation rates: 0.1496 elementary students per dwelling unit; 0.0763 middle school students per dwelling unit; and 0.0921 high school students per dwelling unit. Using these rates, the 3022 Western Project would result in the generation of approximately 36 students (including 17 elementary students, 9 middle school students, and 10 high school students).[47] The 3022 Western Project does not propose any zoning or land use designation changes for the Project Site. Therefore, the 3022 Western Project would not result in a change in the student generation from the estimates contemplated in the Certified EIR and those estimates are appropriately used to project the Project's student population generation. In addition, the 3022 Western Project would be required to pay school facilities fees pursuant to SB 50, which would be used to construct facilities. According to LAUSD, additional facilities are necessary to serve overall student enrollment growth district-wide. SB 50 amended Government Code Section 65995(a) to provide that only those fees expressly authorized by Education Code Section 17620 or Government Code Sections 65970 and following may be levied or imposed in connection with or made conditions of any legislative or adjudicative act by a local agency involving planning, use, or development of real property. Subdivision (h) of section 65995 declares that the payment of the development fees authorized by Education Code Section 17620 is "full and complete mitigation of the impacts of any legislative or adjudicative act . . . on the provision of adequate school facilities."[48] Therefore, mandatory compliance with the provisions of SB 50 regarding payment of school fees is deemed to provide full and complete mitigation of school facilities impacts and no further mitigation is required. Thus, with payment of the SB 50 fees, the 3022 Western Project's impacts with respect to schools would be less than significant.

Parks and Recreation

As discussed above under "Population and Housing," the 3022 Western Project would generate approximately 269 residents. Per the City's Public Recreation Plan's long-range citywide standard (two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks), the City's standard ratio of neighborhood and community parks to population is four acres per 1,000 persons. Based on the combined neighborhood and community parkland per population ratio of four acres per 1,000 persons, the 3022 Western Project would generate demand for approximately 1.08 acres of new neighborhood and community parkland.[49]

The 3022 Western Project would provide approximately 6,310 square feet of indoor and outdoor open space, providing a variety of opportunities for shared experiences, recreation, or relaxation.

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[47] 114 dwelling units x 0.1496 students per dwelling unit = 17 elementary students; 114 dwelling units x 0.0763 students per dwelling unit = 9 middle school students; and 114 dwelling units x 0.0921 students per dwelling unit = 10 high school students.

[48] Cal Gov Code Section 65995: http://codes.lp.findlaw.com/cacode/GOV/1/7/d1/4.9/s65995.

[49] 4 acres / 1,000 persons x 269 persons = 1.08 acres.

The provided open space would include balconies and a podium pool deck. In addition, the proposed residential uses are consistent with the existing zoning and land use designation for the Project Site, and therefore, the 3022 Western Project's demand for parks and recreational facilities was accounted for in the Certified EIR.

Further, the 3022 Western Project would be subject to applicable LAMC requirements (Park and Recreation fees) that are intended to reduce the increased demands that are created by residential development projects. Therefore, the 3022 Western Project's compliance with existing Code requirements would address the Project's future demand on recreational and park facilities would ensure that Project impacts are less than significant. While the Certified EIR stated that implementation of the Community Plan would create additional demand at park and recreational facilities, and concluded that there would be a significant and unavoidable impact with respect to park and recreational facilities, the 3022 Western Project would not result in any increased impacts beyond those contemplated in the Certified EIR.

In addition, the 3022 Western Project is not proposing a new park and would not require the construction of a new park, and therefore, no impact would occur.

Libraries

As discussed above under "Population and Housing," the 3022 Western Project would generate approximately 269 residents. It is likely that the residents of the 3022 Western Project would have individual access to internet service, which provides information and research capabilities that studies have shown to reduce demand at physical library locations.[50,51,52] Therefore, it is not anticipated that the 3022 Western Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts. The proposed residential uses are consistent with the existing zoning and land use designation for the Project Site, and therefore, the 3022 Western Project's demand for library facilities was accounted for in the Certified EIR. Therefore, the 3022 Western Project would not result in any increased impacts beyond those contemplated in the Certified EIR, and impacts would be less than significant.

Mitigation Measures

None required.

Cumulative Impacts

[50] "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": http://www.nea.gov/research/toread.pdf.

[51] "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: http://old.diglib.org/use/whitepaper.htm.

[52] "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies", Carol Tenopir: http://www.clir.org/pubs/reports/pub120/contents.html.

Implementation of the 3022 Western Project and the related projects would result in a net increase in the number of residents and employees in the Project area and could further increase the demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the 3022 Western Project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-rise buildings and/or projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the 3022 Western Project and the related projects would contribute. Therefore, cumulative impacts related to fire protection services would be less than significant.

Implementation of the 3022 Western Project and the related projects would result in a net increase in the number of residents and employees in the area of the Project Site and could further increase the demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the 3022 Western Project, the related projects would be subject to the site plan review and approval requirements, recommendations of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the 3022 Western Project and the related projects would contribute. Therefore, cumulative impacts related to police protection services would be less than significant.

With respect to schools, parks/recreational facilities, and libraries, similar to the 3022 Western Project, the related projects could increase the demand for these services and facilities. However, like the 3022 Western Project, the applicants for the related projects would be required to pay fees as determined by applicable regulatory requirements. Specifically, in the case of schools, the applicants of the related projects would be required to pay school fees to the LAUSD, which would offset any potential impacts to schools associated with the related projects. Similarly, in the case of parks and recreational facilities, projects with residential components would be required to include open space and pay park in-lieu fees, as required, which would reduce the demand on parks and reducing the likelihood of deterioration of parks and recreational facilities. In addition, each related project would generate revenues to the City’s General Fund that would help offset the increase in demand for park and library facilities. Therefore, cumulative impacts with respect to schools, parks/recreational facilities, and libraries would be less than significant.

3.15.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to public services and recreation have occurred within the vicinity of the 3022 Western Project since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.15.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to public services and recreation that would result in new or more severe significant environmental impacts.

3.15.5 Mitigation Measures Addressing Impacts

Because the EIR determined the Project would have a less than significant impact with respect to fire, police, schools, and libraries, no mitigation measures were required for these issues. The EIR also determined that no feasible mitigation measures were available to address the significant and unavoidable impacts with respect to parks and recreational facilities. Implementation of the 3022 Western Project does not change these impact determinations. Therefore, no additional mitigation measures are required.

3.15.6 Conclusion

Based on the above, no new significant public services impacts or a substantial increase in previously identified public services impacts would occur as a result of the 3022 Western Project. Therefore, the impacts to public services as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162.

3.16 Transportation

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
TRANSPORTATION / TRAFFIC: Would the project:					
(a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant	No	No	No	No
(b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?	Significant and Unavoidable	No	No	No	No
(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant	No	No	No	No
(d) Result in inadequate emergency access?	Less Than Significant	No	No	No	No

This section is based on the Certified EIR and the following items, which are included as **Appendix H** to this technical memorandum:

H-1 Transportation Assessment, Overland Traffic Consultants, Inc., November 2022, Revised December 2022.

H-2 Transportation Assessment Letter, LADOT, December 30, 2022.

3.16.1 Impact Determination in the EIR

Transit, Bicycle, Pedestrian Facilities

The Certified EIR concluded that the Community Plan would not conflict with adopted policies or plans for public transportation, bicycle, and pedestrian facilities but rather enhance and expand upon them by encouraging their growth and improvement. Therefore, impacts related to public transportation, bicycle, and pedestrian facilities would be less than significant.

Impacts to the Circulation System

The analysis in the Certified EIR used a volume-weighted V/C ratio in order to obtain aggregate statistics regarding the transportation conditions, allowing a comparison of different scenarios and alternatives. The volume-weighted average V/C ratio is calculated by taking the volume of each link and multiplying it by its corresponding V/C ratio. This is divided by the sum of the total

volumes, and essentially represents the average V/C ratio for the entire road network in the Community Plan Area. Under the Community Plan, traffic conditions in the Community Plan Area would not exceed the "volume-weighted" average V/C ratio or the number of links projected to operate at unsatisfactory Level of Service (LOS) over that of existing traffic conditions. Therefore, under the Community Plan, traffic impacts related to the above criteria would be less than significant.

The Certified EIR also included a VMT analysis, for informational purposes. Implementation of the Community Plan would change existing land uses and intensify land uses in areas that are well-served by transit, which would support shorter trip lengths resulting in a lower VMT per capita. As shown in Table 4.15-8 of the Certified EIR, motorists in the County of Los Angeles currently travel a daily average of 20.0 miles per capita, and motorists in the City of Los Angeles travel a daily average of 13.0 miles per capita. Under existing conditions, motorists in the South Los Angeles Community Plan Area travel a daily average of 9.9 miles per capita. With the implementation of the Community Plan, the VMT per capita is anticipated to be reduced to 8.4 miles per capita in the South Los Angeles Community Plan Area. This would represent an approximately 18 percent reduction in the daily average miles traveled within the Community Plan Area. The VMT per capita would continue to be below the VMT per capita within the roadways of Los Angeles County and the City as a whole and would be less than the existing VMT per capita of the Community Plan Area. Thus, the Community Plan would result in a reduction of VMT, and impacts to the circulation system would be less than significant.

Congestion Management Plan

As discussed in the Certified EIR, the South Los Angeles Community Plan Area consists of one CMP arterial roadway segment, Manchester Avenue between Hoover Street and Figueroa Street. As shown in Table 4.15-10 of the Certified EIR, the CMP roadway segment of Manchester Avenue between Hoover Street and Figueroa Street currently operates at LOS E and F under the Current Land Use Plan and worsens to LOS F and F under the proposed Community Plan, and would cause an increase in V/C ratio of 0.02 or more, resulting in an impact on the CMP roadway segment. This is due primarily to the proposed reduction in travel lanes to accommodate bicycle facilities along Manchester Avenue. This loss of travel lanes is a conservative analysis. Depending on the existing street conditions, bicycle facilities can also be accommodated by a removal of parking, rather than removal of travel lanes. Thus, impacts related to CMP intersections in the South Los Angeles Community Plan Area would be potentially significant. The Certified EIR determined that there are no feasible mitigation measures for this impact, and therefore concluded that this impact would remain significant and unavoidable.

Design Feature Hazards

The Community Plan would not introduce new streets or otherwise change the overall land use pattern in the Community Plan Area. Furthermore, none of the regulations included in the Community Plan would promote sharp curves, dangerous intersections, or incompatible uses that

could present safety hazards. Therefore, impacts related to increased hazards due to a design feature or incompatible use would be less than significant.

Emergency Access

Designated emergency routes within the Community Plan Area includes the I-10 and I-110 Freeways, Martin Luther King Jr. Boulevard, Western Avenue, Imperial Highway, and Florence Avenue. These emergency response routes would be maintained in their existing locations and the Community Plan would not introduce new streets or otherwise change the overall land use pattern in the Community Plan Area. All development within the Community Plan Area would be required to be designed in accordance with City standards, which include provisions that address emergency access (e.g., minimum street widths, minimum turning radii, maximum lengths of cul-de-sacs, etc.). Compliance with these standards would help minimize potential emergency access impacts. Construction and operation activities within the Community Plan Area with respect to emergency access due to temporary construction barricades or other obstructions that could impede emergency access would be subject to the City's permitting process, which is coordinated with the Los Angeles Police and Fire Departments to ensure that emergency access is maintained at all times. Therefore, the Certified EIR concluded that impacts related to emergency access would be less than significant.

Mitigation Measures

Impacts with respect to CMP intersections in the South Los Angeles Community Plan Area were determined to be significant, but no feasible mitigation measures were identified in order to reduce this impact. All other transportation impacts were determined to be less than significant, and would not require any mitigation measures.

3.16.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

SB 743, made effective in January 2014, required the Governor's Office of Planning and Research to change the CEQA Guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifts from driver delay (LOS) to VMT, with the intent of reducing GHG, creating multimodal networks, and promoting mixed-use developments. In August of 2019, the Los Angeles Department of Transportation (LADOT) published an update to their Transportation Assessment Guidelines (TAG) to include VMT impact methodology in accordance with SB 743. Therefore, the analysis provided below is based on LADOT's VMT impact methodology, rather than the prior trip generation/level of service (LOS) methodology.

Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts, which are reviewed and analyzed below:

- *Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies*

- *Threshold T-2.1: Causing Substantial VMT*

- *Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use*

Conflicting with Plans, Programs, Ordinances, or Policies

To guide the City's Mobility Plan 2035, the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects are evaluated for conformance with these City adopted transportation plans, programs, and policies. It is the intent of Threshold T-1 to ensure that proposed development neither conflicts with nor precludes the City from implementing adopted programs, plans, and policies.

Table 2.1-1 of the TAG provides the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Table 3.16-1, below, provides a review of the 3022 Western Project's consistency with the applicable plans, programs, ordinances, and policies. As discussed therein, the 3022 Western Project is consistent and does not conflict with the City of Los Angeles plans, policies, programs, ordinances, and standards listed in Table 2.1-1 of the TAG. Therefore, the 3022 Western Project would not result in a significant impact under Threshold T-1.

Table 3.16-1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	**Consistent?**	**Notes**	**Preclude City Implementation?**
1.	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards as required by the City of Los Angeles Bureau of Engineering Department with 3' dedication and sidewalk improvement on the Project frontage along Western Avenue and 3' dedication and improvement on the Project frontage of the north-south alley.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health, and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its proximity to high quality and high frequency transit service. The Project would include both electric charging stations and pre-wiring spaces for potential future electric vehicle charging (Ord. 186485). The Project provides pedestrian access separate from vehicular access. The Project would not conflict with policies in the Plan for Healthy LA.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in South Los Angeles Community Plan area. The Project will be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4.	Specific Plans	Yes	The Project is not located in a Specific Plan area. However, it is within the South Los Angeles Community Plan Implementation Overlay (CPIO) District. The Project will comply with the CPIO requirements, except as authorized by the State Density Bous Law.	No
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 s.f. The Project does not exceed 25,000 square feet of commercial area.	No
7.	LAMC Section 12.37 (Waivers of	Yes	No waivers for street dedications or improvements are being requested. The Project will comply with the Mobility Street Standards to serve long-term mobility needs identified in the Mobility Plan 2035.	No

Table 3.16-1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	**Consistent?**	**Notes**	**Preclude City Implementation?**
	Dedications and Improvement)			
8.	Vision Zero Action Plan	Yes	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The Project will reduce the number of driveways on Western Avenue and use alley access in keeping with the Vision Zero Action Plan. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No
9.	Vision Zero Corridor Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way	No
10.	Citywide Design guidelines	Yes	Per Guideline 1-3 below.	No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide right-of-way and increase sidewalk width on Western Avenue that accommodates pedestrian flow and activity. Pedestrian access will be at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. Alley access will be used to the extent possible and vehicle driveways on Western Avenue will be reduced from 3 to 1.	No
	Guideline 3: Design projects to actively engage with streets and public space	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

Table 3.16-1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	**Consistent?**	**Notes**	**Preclude City Implementation?**
	and maintain human scale.			

Causing Substantial Vehicle Miles Traveled

Threshold T-2.1 of the TAG analyzes whether a project causes substantial VMT and is generally applied to land use projects. Specifically, Threshold T-2.1 inquires whether a project would conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1), which states that (for land use projects) "vehicle miles travelled exceeding an applicable threshold of significance may indicate a significant impact." This subdivision also states that a lead agency has discretion to choose the most appropriate method to evaluate a project's VMT.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) subareas in the City of Los Angeles. A project's VMT is compared against its APC threshold goal for household VMT per capita and work VMT per employee to evaluate the significance of that project's VMT. A development project will have a potential impact if the development project would generate VMT exceeding 15 percent below the existing average VMT for the APC area in which the project is located. The 3022 Western Project is in the South Los Angeles APC subarea, which limits daily household VMT per capita to a threshold value of 6.0 and a daily work VMT per employee to a threshold value of 11.6 (15 percent below the existing VMT for the South Los Angeles APC).

The City's VMT Calculator was used to calculate the 3022 Western Project's VMT for comparison to the VMT impact criteria. Based on guidance from the City of Los Angeles, the VMT Calculator was modeled for the 3022 Western Project's land uses, phases, and density as the primary input. The Project's 2,500-square-foot commercial (potential restaurant) use is a small-scale commercial component that is less than 50,000 square feet and thus those trips are assumed to be local serving and would have a negligible effect on VMT. As such, the VMT analysis presented below evaluates the household VMT per capita generated by the residential uses of the 3022 Western Project.

The 3022 Western Project incorporates Project design features that include Transportation Demand Management (TDM) measures that reduce trips and VMT. For the purposes of this analysis, the 3022 Western Project includes reduced parking supply and the provision of bike parking per the LAMC as Project design features as identified in the VMT Calculator.

The VMT Calculator estimates that the 3022 Western Project would generate an average household VMT per capita of 5.1, which is below the VMT threshold of 6.0 VMT per capita for the South Los Angeles APC and which represents and approximately 28 percent reduction from the existing average VMT for the South Los Angeles APC. Therefore, the 3022 Western Project would not result in a significant VMT impact, and no mitigation measures would be required.

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

Impacts regarding the potential increase of hazards due to a geometric design feature relate to the design of access points to and from the Project Site, and may include safety, operational, or capacity

impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

The 3022 Western Project would use an existing driveway location on Western Avenue north of W. 30th Street to access a breezeway to the 3022 Western Project parking garage. Two additional driveways on Western Avenue will be removed. Based on the driveway analysis contained in the Transportation Assessment (included in Appendix H-1), no significant vehicle queuing would occur on Western Avenue. The 3022 Western Project would use, to the extent possible, the alley access along the eastern boundary of the Project Site to access the breezeway to the parking garage. This would provide relief to/from Western Avenue. The alley is currently closed at the north and south end. The 3022 Western Project proposes to reopen, at a minimum, the north end of the alley for vehicular access. If only the north end of the alley is opened, a No Outlet sign would need to be installed at the north end of the alley and an informational sign at the property entry to the alley to indicate that there is no outlet at the south end of the alley. Finally, the 3022 Western Project's access is consistent with LADOT driveway width and placement per LADOT Manual of Policies and Procedures, Section 321, Driveway Design. According to the Transportation Assessment and LADOT's Assessment Letter (included in Appendix H of this technical memorandum), a review of the 3022 Western Project's site plan does not present any hazardous geometric design features that would result in additional vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle safety hazards. Therefore, the 3022 Western Project does not have a significant transportation impact under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).

Emergency Access

This threshold reviews whether or not a project's elements would have a detrimental effect on emergency vehicle response times. The 3022 Western Project's driveways and internal circulation would be designed to meet all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access both during construction as well as after completion of the 3022 Western Project. Compliance with applicable City Building Code and Fire Code requirements, including emergency vehicle access, would be confirmed as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, and which are required prior to the issuance of a building permit. The 3022 Western Project also would not include the installation of barriers that could impede emergency vehicle access both during and post-construction. Drivers of emergency vehicles can use sirens alerting traffic to move out of the way and are also trained to utilize center turn lanes, or travel in opposing through lanes (on two-way streets) to pass through crowded intersections or streets. Accordingly, the respect entitled to emergency vehicles and driver training allows emergency vehicles to negotiate typical street conditions in urban areas. As such, emergency access to the Project Site and surrounding area would be maintained both during and post-construction. Therefore, the 3022 Western Project would not result in inadequate emergency access during construction or operation, and, as such, impacts to emergency access during construction and operation of the 3022 Western Project would be less than significant.

Mitigation Measures

None required.

Cumulative Impacts

With respect to transportation impacts, based on LADOT's TAG, a project that does not result in a significant VMT impact using the City's methodology is considered to align with long-term VMT and greenhouse gas reduction goals of both the City and regional SCAG transportation plans. Therefore, since the 3022 Western Project itself does not result in VMT impacts, it is also deemed to have a less than significant cumulative VMT impact.

Similar to the 3022 Western Project, the related projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the 3022 Western Project, together with the related projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The 3022 Western Project and related projects would not interfere with any of the general policy recommendations and therefore, cumulative impacts would be less than significant.

Regarding access, the 3022 Western Project would have vehicle access from Western Avenue and the north-south alley parallel to Western Avenue spanning from W. 30th Street to an east-west alley north of Jefferson Boulevard. One additional project (Related Project #5) was identified on the west side of Western Avenue south of W. 31st Street. This related project proposes a driveway from W. 31st Street and the north-south alley on the west side of the site west of Western Avenue. These access locations would not conflict with the 3022 Western Project. No other related projects were identified along Western Avenue within the Study Area (0.5 miles radius from the Project Site). Therefore, the 3022 Western Project would not contribute to cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

3.16.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to transportation have occurred and no substantial new significant traffic sources have been identified within the vicinity of the 3022 Western Project since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.16.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to transportation that would result in new or more severe significant environmental impacts related to transportation.

3.16.5 Mitigation Measures Addressing Impacts

The EIR determined that no feasible mitigation measures were available to address the significant and unavoidable impact with respect to CMP intersections. Because the EIR determined the Project would have a less than significant impact with respect to the remaining transportation issues, no mitigation measures were required for these issues. Implementation of the 3022 Western Project does not change these impact determinations. Therefore, no additional mitigation measures are required.

3.16.6 Conclusion

Based on the above, no new significant transportation impacts or a substantial increase in previously identified transportation impacts would occur as a result of the 3022 Western Project. Therefore, the impacts to transportation as a result do not meet the standards for a subsequent or supplemental EIR pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.

3.17 Tribal Cultural Resources

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance	EIR's Mitigation Measures Addressing Impact
TRIBAL CULTURAL RESOURCES: Would the project:					
(a) 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, please, 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) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	Less Than Significant	No	No	No	No
(ii) A resource determined by the lead agency in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Less Than Significant with Mitigation	No	No	No	Yes

3.17.1 Impact Determination in the EIR

AB 52 went into effect on July 1, 2015, and requires that for a project for which a Notice of Preparation (NOP) for a Draft EIR was filed on or after July 1, 2015, the lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if: (1) the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area; and (2) the tribe requests consultation, prior to the release of a negative declaration, mitigated negative declaration or environmental impact report for a project. The NOP for the Certified EIR was released on

October 20, 2008, and therefore, the lead agency was not required to comply with the requirements of AB 52.

AB 52 also required an update to Appendix G of the CEQA Guidelines to include questions related to impacts to tribal cultural resources. The Final EIR was released in August of 2017, and therefore did not include responses to the updated Appendix G questions related to tribal cultural resources.

Nevertheless, the issues related to tribal cultural resources were addressed within Section 4.5, Cultural Resources, of the Draft EIR. As stated in the Certified EIR, the Community Plan Area is highly urbanized, and any unmarked cemeteries or graves that may have existed at the surface have likely been disturbed by past development. Nevertheless, while the potential to disturb human remains interred outside of formal cemeteries is low given the level of human activity, it is possible that unknown human remains could be unearthed during excavation and grading activities. However, in accordance with California Health and Safety Code Section 7050.5, if any human remains are encountered during construction, the City will require that work in the immediate area of the find be halted and the Los Angeles County Coroner be contacted. It was found that no further disturbance will occur until the Los Angeles County Coroner has made the necessary findings as to origin and disposition. If the remains are determined to be those of a Native American, the Native American Heritage Commission in Sacramento shall be contacted before the remains are removed in accordance with PRC Section 21083.2. Mitigation Measure CR1 would reduce impacts to tribal cultural resources. Therefore, with implementation of Mitigation Measure CR1, the Certified EIR determined that implementation of the Community Plan would result in a less than significant impact related to tribal cultural resources.

Mitigation Measures

CR1 Any approval of a project within a CPIO Subarea (excluding Residential Subareas M, N, and O) that involves construction-related soil disturbance shall require that if during construction activities any cultural materials are encountered, construction activities within a 50-meter radius shall be halted immediately and the project applicant shall notify the City. A qualified archeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. However, those activities could continue in other areas of the project site. If the find were determined to be significant by the archeologist, the City and the archeologist would meet to determine the appropriate course of action. All cultural materials recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

3.17.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

As described previously, the existing building is not currently listed under national, state, or local landmark or historic district programs, nor was it identified in SurveyLA. Therefore, the existing building is not a historical resource subject to CEQA, and the 3022 Western Project would result in no impact with respect to historic tribal resources.

The 3022 Western Project would be located in an urbanized area on a Site that has been previously developed. While unlikely, it is possible that unknown tribal cultural resources could exist at the Project Site and could be encountered during excavation for the proposed subterranean parking level. Therefore, the 3022 Western Project would implement Mitigation Measure CR1, which would minimize impacts in the event any tribal cultural resources are encountered during construction. Further, the City has established a standard condition of approval to address the inadvertent discovery of tribal cultural resources. Should tribal cultural resources be inadvertently encountered, this condition of approval provides for temporarily halting of construction activities near the encounter and the 3022 Western Project's certified construction monitor notifying the City and Native American tribes that have informed the City that they are traditionally and culturally affiliated with the geographic area of the Project. If the City determines that the object or artifact appears to be a tribal cultural resource, the City would provide any affected tribe a reasonable period of time to conduct a site visit and make recommendations regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. Therefore, the 3022 Western Project would not result in new or increased significant impacts beyond those already identified in the Certified EIR.

Mitigation Measures

The 3022 Western Project would implement Mitigation Measure CR1 from the Certified EIR.

Cumulative Impacts

Impacts related to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. The 3022 Western Project would implement Mitigation Measure CR1 to ensure that its impacts with respect to tribal cultural resources are less than significant. Like the 3022 Western Project, the related projects are located in an urbanized area that has been previously disturbed. Each related project would be assessed for the potential to encounter tribal cultural resources, and if necessary, would implement mitigation measures similar to the 3022 Western Project. As such, the 3022 Western Project would not contribute to any potential cumulative impacts related to tribal cultural resources, cumulative impacts related to tribal cultural resources would be less than significant.

3.17.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to tribal cultural resources have occurred and no substantial new sources of tribal cultural resources have been identified within the vicinity of the 3022 Western Project since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.17.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance which has become available relative to tribal cultural resources that would result in new or more severe significant environmental impacts.

3.17.5 Mitigation Measures Addressing Impacts

As stated above, the 3022 Western Project would implement Mitigation Measure CR1 from the Certified EIR. Implementation of this measure would ensure that the 3022 Western Project's impacts with respect to tribal cultural resources are less than significant. No additional mitigation measures are required.

3.17.6 Conclusion

Based on the above, no new significant tribal cultural resources or a substantial increase in previously identified tribal cultural resources would occur as a result of the 3022 Western Project. Therefore, the impacts to tribal cultural resources as a result do not meet the standards for a subsequent or supplemental EIR pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.

3.18 Utilities and Service Systems

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
UTILITIES AND SERVICE SYSTEMS: Would the project:					
(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction of which could cause significant environment effects?	Less Than Significant	No	No	No	No
(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less Than Significant	No	No	No	No
(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less Than Significant	No	No	No	No
(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less Than Significant	No	No	No	No
(e) Comply with federal, state and local management and reduction statutes and regulations related to solid waste?	Less Than Significant	No	No	No	No

This section is based on the Certified EIR and the following item, which is included as **Appendix C** to this technical memorandum:

C Utility Technical Report, Labib Funk + Associates, December 13, 2022.

3.18.1 Impact Determination in the EIR

Wastewater

As discussed in the Certified EIR, implementation of the Community Plan would contribute to an anticipated Citywide increase in wastewater flow, as well as placing added demands on the wastewater conveyance system as future projects are undertaken under the Community Plan. Currently, the four wastewater treatment plants serving the City (HTP, TIWRP, DCTWRP, and LAGWRP) have an excess capacity of approximately 20 percent. When compared to the maximum capacity of all four treatment plants, wastewater generation of the Community Plan Area under the Community Plan represents an incremental increase in the City's total wastewater treatment capacity. Although the existing treatment plants have ample capacity, the City is proactively undertaking capital improvement projects to not only maintain the existing infrastructure but also enhance and expand capacity at the four treatment plants. The City maintains the Wastewater Capital Improvement Program (WCIP) that contains the capital projects and estimated costs for the renewal of the City's infrastructure at ten year intervals. Furthermore, future development under the Community Plan would be required to obtain a sewer connection permit, at which time the sewer capacity levels would be evaluated for adequacy. Through continuous monitoring and management efforts of drainage facilities in the Community Plan Area, the need for new or an expansion of existing facilities and the funding for such efforts would be determined through the capital improvements program and system upgrades. Implementation of the Community Plan could require the construction of new or upgraded wastewater facilities, such as sewer lines (not major facilities like a treatment plant). However, if new facilities are determined to be necessary at some point in the future, the impacts from construction of such infrastructure are consistent with the impacts that have been evaluated throughout the Certified EIR. To the extent that any significant impacts could result from the unique characteristics of the specific project site, those impacts would be speculative at this time. Therefore, impacts related to construction of new wastewater treatment facilities or expansion of existing facilities under the Community Plan were determined to be less than significant.

Water

Similar to the Community Plan, the 2015 Urban Water Management Plan (UWMP) utilizes the SCAG demographic forecast for its water demand projections. The LADWP has planned for SCAG's forecasted demographic growth and has determined that it can reliably meet future water demand for the City to the year 2035. The anticipated increase in demand generated within the Community Plan Area under the proposed Community Plan is within the UWMP's projected water supplies through 2035, and falls within the UWMP's 25-year water demand growth projection. Additionally, water conservation efforts, a cornerstone of the City's water policy agenda, which have shown to be historically effective, can be relied on to effectively attenuate some of the added demand for water resources as the Community Plan is implemented. Moreover, the impacts to water demand for future water resources are minimized as implementation of the Community Plan would occur incrementally through the year 2035. In addition, the Community Plan responds to regional growth policies to concentrate growth around transit, resulting in more efficient water use in the region. Implementation of the Community Plan is not expected to the cause the need for major facilities as those are already monitored and planned in existing facility upgrade plans. Implementation of the Community Plan could require the construction of new or upgraded water facilities, such as water lines (not major facilities). However, if such new facilities are determined

to be necessary at some point in the future, the impacts from construction of such infrastructure are consistent with the impacts that have been evaluated throughout the Certified EIR. To the extent that any significant impacts could result from the unique characteristics of the specific project site, those impacts would be speculative at this time. Therefore, impacts related to water supplies under the Community Plan were determined to be less than significant.

Solid Waste

Implementation of the Community Plan would contribute to solid waste generation and, therefore, increase the demands on landfill facilities serving the City. However, the existing solid waste capacity and collection system would be able to accommodate the anticipated increase in solid waste generated from the Community Plan. The combined daily intake capacity of the landfills serving the Community Plan Area has ample capacity to accommodate the additional solid waste disposal needs generated within the Community Plan Area under the proposed Community Plan. Furthermore, the Community Plan would be consistent with all waste reduction goals set forth by federal, state, and local statutes and regulations including the Source Reduction and Recycling Element, CiSWMPP, RENEW LA, and the Framework Element. Therefore, impacts related to solid waste under the Community Plan would be less than significant.

Mitigation Measures

Impacts with respect to utilities and service systems were determined to be less than significant. Therefore, no mitigation measures were required.

3.18.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

Wastewater

The Bureau of Sanitation (BOS) operates and maintains the wastewater treatment, reclamation, and collection facilities serving most of the City of Los Angeles as well as several other cities and unincorporated areas in the Los Angeles basin and San Fernando Valley. The collection infrastructure consists of over 6,700 miles of local, trunk, mainline, and major interceptor sewers, five major outfall sewers, and 46 pumping plants. The wastewater generated by the 3022 Western Project ultimately flows to the Hyperion Treatment Plant (HTP) System. The existing design capacity of the Hyperion Service Area is approximately 550 million gallons per day (mgd) and the existing average daily flow for the system is approximately 260 mgd.

As shown on Table 3.18-1, the 3022 Western Project is estimated to generate a total of approximately 11,165 gallons per day (or 0.011 million gallons per day) of wastewater. As discussed in the Utility Technical Report (included in Appendix C), it is anticipated that the 3022 Western Project would make multiple connections to the public sewer system. During design and permitting, the exact locations of the points of connection would be determined. A Sewer Capacity

Availability Request (SCAR) was submitted to the Bureau of Engineering (see Appendix E of the Utility Technical Report) and the approved SCAR allocates an anticipated 50 percent of Project flow to the eight-inch sewer in Western Avenue and 50 percent of the flow to the eight-inch sewer in the alley to the east of the Project Site, both of which currently have sufficient capacity to accommodate the 3022 Western Project. Therefore, 3022 Western Project impacts on wastewater infrastructure would be less than significant.

In addition, the existing design capacity of the Hyperion Service Area is approximately 550 mgd (consisting of 450 mgd at the HTP, 80 mgd at the Donald C. Tillman Water Reclamation Plant, and 20 mgd at the Los Angeles– Glendale Water Reclamation Plant). The 3022 Western Project's proposed wastewater generation is approximately 0.011 mgd. This is equal to far less than one percent of the HTP's capacity where the 3022 Western Project's wastewater would be treated.

Further, while the 3022 Western Project would receive a density increase for reserving 14 units for Very Low Income households (and therefore includes 38 additional units above the base density of 76 units), it does not propose any changes to the zoning or land use designation for the Project Site. Therefore, the wastewater generation for the 3022 Western Project was accounted within the analysis contained in the Certified EIR. Thus, impacts related to wastewater service would be less than significant, and the 3022 Western Project would not result in new or increased significant impacts beyond those already identified in the Certified EIR.

Table 3.18-1
3022 Western Project Estimated Wastewater Generation

Land Use	Size	Rates	Total (gpd)
Residential Apartment - Bachelor	59 du	75 gallons / du	4,425
Residential Apartment – 1-bedroom	44 du	110 gallons / du	4,840
Residential Apartment – 2-bedroom	11 du	150 gallons / du	1,650
Commercial	5,000 sf[a]	50 gallons / 1,000 sf	250
		Total	**11,165**

Note: du = dwelling unit; gpd = gallons per day; sf = square feet
[a] The 3022 Western Project includes 2,500 square feet of commercial (potential restaurant use). However, the Utility Technical Report prepared for the 3022 Western Project analyzed 5,000 square feet of commercial uses. Therefore, this analysis is conservative and slightly overstates the impacts of the 3022 Western Project.
Source: Utility Technical Report (Table 6), included in Appendix C of this technical memorandum.

Water

According to the Utility Technical Report (included in Appendix C), LADWP maintains water infrastructure to the Project Site, including a 30-inch water main in Western Avenue. When analyzing the 3022 Western Project for infrastructure capacity, the projected demands for both fire suppression and domestic water are considered. Although domestic water demand is the Project's main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing

infrastructure capacity. Nevertheless, conservative analysis for both fire suppression and domestic water flows has been completed by LADWP for the 3022 Western Project. See Appendix C and D of the Utility Technical Report for the results of the Information on Fire Flow Availability (IFFAR) and Service Advisory Request (SAR), respectively, which together demonstrate that adequate water infrastructure capacity exists to serve the 3022 Western Project.

As shown on Table 3.18-2, the 3022 Western Project would increase water demand by approximately 11,165 gallons per day (or 0.011 mgd). This total does not take any credit for any proposed sustainable and water conservation features of the 3022 Western Project.

The 2020 UWMP was adopted in May 2021, and projects a demand of 642,600 acre feet per year (AFY) in 2025 and 660,200 AFY in 2030.[53] The UWMP forecasts water demand by estimating baseline water consumption by use (single-family, multi-family, commercial/government, industrial), then by adjusting for projected changes in socioeconomic variables (including personal income, family size, conservation effects) and projected growth of different uses based on SCAG's 2020-2045 RTP/SCS.[54] The 2020-2045 RTP/SCS models local and regional population, housing supply and jobs using a model accounting for job availability by wage and sector and demographic trends (including household size, birth and death rates, migration patterns and life expectancy). Neither the UWMP forecasts, nor the 2020 RTP include parcel-level zoning and land use designation as an input. The 3022 Western Project does not materially alter socioeconomic variables or projected growth by use. Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, LA aqueduct) is offset with Metropolitan Water District (MWD) purchases to rise to the level of demand. The UWMP demonstrates adequate capacity currently and future capacity to accommodate City growth into which the 3022 Western Project would easily fit. Further, the 3022 Western Project does not propose any changes to the zoning or land use designation for the Project Site. Therefore, the water demand for the 3022 Western Project was also accounted for within the analysis contained in the Certified EIR.

Table 3.18-2
3022 Western Project Estimated Water Consumption

Land Use	Size	Rates	Total (gpd)
Residential Apartment - Bachelor	59 du	75 gallons / du	4,425
Residential Apartment – 1-bedroom	44 du	110 gallons / du	4,840
Residential Apartment – 2-bedroom	11 du	150 gallons / du	1,650
Commercial	5,000 sf[a]	50 gallons / 1,000 sf	250
		Total	**11,165**

Note: du = dwelling unit; gpd = gallons per day; sf = square feet
[a] The 3022 Western Project includes 2,500 square feet of commercial (potential restaurant uses). However, the Utility Technical Report prepared for the 3022 Western Project analyzed 5,000 square feet of commercial uses. Therefore, this analysis is conservative and slightly overstates the impacts of the 3022 Western Project.
Source: Utility Technical Report (Table 5), included in Appendix C of this technical memorandum.

[53] 2020 Urban Water Management Plan, Los Angeles, pg. ES-21.

[54] 2020 Urban Water Management Plan, Los Angeles, pg. ES-6.

Solid Waste

Los Angeles County landfills are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in unclassified landfills.[55] Ten Class III landfills and one unclassified landfill with solid waste facility permits are currently operating within the County.[56]

Based on the information provided in the 2020 Countywide Integrated Waste Management Plan Annual Report, the remaining disposal capacity for the County's Class III landfills is estimated at approximately 142.67 million tons.[57] In 2020, approximately 6.019 million tons of solid waste were disposed of at the County's Class III landfills, 0.244 million tons of inert waste at the County's inert landfill, and 0.338 million tons at transformation facilities.[58] Of the remaining Class III landfill capacity in the County, approximately 74.13 million tons are available to the City.[59]

Pursuant to the requirements of Senate Bill 1374[60], the 3022 Western Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City.

As shown in Table 3.18-3, after accounting for mandatory recycling, the 3022 Western Project would result in approximately 44 tons of construction waste. Given the remaining 74.13 million tons of capacity at the Class III landfills open to the City, the landfills serving the Project Site would

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55 Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

56 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#, accessed April 21, 2022.

57 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#, accessed April 21, 2022.

58 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#, accessed April 21, 2022.

59 Total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). In addition, total excludes the Calabasas Landfill, as its wasteshed does not include the Project Site. The Chiquita Canyon Landfill Expansion permits the facility to operate until it reaches 60 million tons, or after 30 years, whichever comes first. However, since the current volume of the facility's wasteshed is unknown, the volume of waste that it would take to reach 60 million tons cannot be determined. As such, for a conservative analysis, the Chiquita Canyon Landfill Expansion is excluded from the total.

60 Senate Bill 1374 requires that jurisdictions include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The legislation also required that CalRecycle adopt a model ordinance for diverting 50 to 75 percent of all construction and demolition waste from landfills.

have sufficient capacity to accommodate the 3022 Western Project's construction solid waste disposal needs.

Table 3.18-3
3022 Western Project Construction Waste Generation

Building	Size	Rate	Total (tons)
Residential	77,900 sf	4.38 pounds / sf	171
Commercial	2,500 sf	4.02 pounds / sf	5
		Total	**176**
		Total after 75% recycling	**44**

Note: sf = square feet; 1 ton = 2,000 pounds.
Rate: Based on 4.38 pounds for residential construction per square foot and 4.02 pounds for non-residential construction per square foot. (Source: U.S. Environmental Protection Agency, Report No. EPA530-98-010, Characterization of Building-Related Construction and Demolition Debris in the United States, June 1998, Tables A-1 and A-2).
Table: CAJA Environmental Services, December 2022.

As shown on Table 3.18-4, during operation, the 3022 Western Project would generate an increase of approximately 1,407 pounds per day (approximately 0.70 tons per day or 257 tons per year). The estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures such as compliance with Assembly Bill 341, which requires California commercial enterprises and public entities that generate four cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices. Likewise, the analysis does not include implementation of the City's Zero Waste LA franchising system, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025.[61]

The yearly increase in solid waste disposal from the 3022 Western Project would represent approximately 0.0003 percent of the estimated remaining Class III landfill capacity of 74.13 million tons available to the City of Los Angeles.

Based on the above, the landfills that serve the Project Site would have sufficient permitted capacity to accommodate the solid waste that would be generated by the construction and operation of the 3022 Western Project. Further, while the 3022 Western Project would receive a density increase for reserving 14 units for Very Low Income households (and therefore includes 38 additional units above the base density of 76 units), it does not propose any changes to the zoning or land use designation for the Project Site. Therefore, the solid waste generation for the

[61] The Zero Waste LA Franchise System would divide the City into 11 zones and designate a single trash hauler for each zone. Source: LA Sanitation, "Zero Waste LA—Franchise," www.lacitysan.org/san/faces/ home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwlaf;jsessionid=nJABd_CcLHL4DCOkGSCJWv1buV9at yQtoUkP50TwYHe5jczy6OaK!782088041!NONE?_afrLoop=17071741526736871&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D17071741526736871%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dge1mehnju_4

3022 Western Project was accounted within the analysis contained in the Certified EIR, and impacts would be less than significant.

Table 3.18-4
3022 Western Project Estimated Solid Waste Generation

Land Use	Size	Rates	Total (lbs/day)
Multi-family residential	114 du	12.23 lbs / du	1,394
Commercial (Restaurant)	2,500 sf	5 lbs / 1,000 sf	13
		Total	**1,407**

Note: du = dwelling unit; lb = pound; sf = square feet
Rates: CalRecycle Estimated Solid Waste Generation Rates: http://www.calrecycle.ca.gov/wastechar/wastegenrates/
Table: CAJA Environmental Services, December 2022.

Electricity and Natural Gas

With respect to energy (electricity and natural gas) infrastructure, there are currently existing electricity and natural gas connections to serve the existing building located on the Project Site. In addition, the Project would be consistent with Ordinance 187714, which requires that all newly constructed buildings be electric buildings, but which does allow for natural gas cooking equipment within restaurants. Therefore, the Project's residential units would be all electric, while the proposed restaurant use could use a combination of electricity and natural gas. The Certified EIR concluded that there is no need for new facilities or major enhancements to existing facilities to accommodate the implementation of the Community Plan. The 3022 Western Project proposes residential and commercial uses consistent with the existing zoning and land use designation for the Project Site, and consistent with what was analyzed in the Certified EIR for the Project Site. Therefore, the 3022 Western Project would not require the construction of new electricity or natural gas facilities, and impacts would be less than significant.

Telecommunications

With regard to telecommunications, the 3022 Western Project would require construction of new on-site telecommunications infrastructure to serve the new building and/or relocation of existing telecommunications infrastructure. Construction impacts associated with the installation of telecommunications infrastructure would primarily involve trenching in order to place the lines below surface. When considering impacts resulting from the installation of any required telecommunications infrastructure, all impacts are of a relatively short duration and would cease to occur when installation is complete. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. Therefore, impacts with respect to telecommunications infrastructure would be less than significant.

Therefore, the 3022 Western Project would not result in new or increased significant impacts beyond those already identified in the Certified EIR.

Mitigation Measures

None required.

Cumulative Impacts

Regarding cumulative utilities impacts, cumulative impacts with respect to energy and natural gas have been addressed above. With respect to cumulative water impacts, LADWP's 2020 UWMP anticipates a sustainable water supply for the City of Los Angeles for the next 25 years (through 2045) during normal, dry, and multiple dry year water conditions. This is based on demographic growth projections contained in SCAG's 2020-2045 RTP/SCS, which includes the 3022 Western Project and the related projects, which include additional residential and commercial (office, retail, and hotel) uses in an existing urbanized area within a HQTA. In addition, compliance of the 3022 Western Project and other future development projects with the numerous regulatory requirements that promote water conservation would also reduce demand on a cumulative basis. For example, certain related projects would be subject to the City's Green Building Code requirement to reduce indoor water use by at least 20 percent, and all projects would be required to use fixtures that conserve water. In addition, any related projects meeting the size criteria under SB 610 would be required to prepare and receive LADWP approval of a water supply assessment. Therefore, 3022 Western Project impacts with respect to water would not be cumulatively considerable, and cumulative impacts would be less than significant.

With respect to cumulative wastewater impacts, the Hyperion Service Area has a remaining daily capacity of approximately 290 mgd. As discussed above, the 3022 Western Project's proposed wastewater generation is approximately 0.011 mgd. Therefore, given the Hyperion Service Area's remaining available capacity of 290 mgd, the Hyperion Service Area would have adequate capacity to accommodate the 3022 Western Project's 0.011 mgd in addition to wastewater generated by the related projects. Therefore, 3022 Western Project impacts with respect to wastewater would not be cumulatively considerable, and cumulative impacts would be less than significant.

With regard to solid waste, given the urbanized and built-out nature of most of the City, it is anticipated that other projects would similarly represent a minor percentage of the remaining capacity of the Class III landfills open to the City. Additionally, the demand for landfill capacity is continually evaluated through preparation of the Countywide Integrated Waste Management Plan annual reports, which assess future landfill disposal needs over a 15 year planning horizon. In future years, it is anticipated that the rate of declining landfill capacity would slow considering the City's goal to achieve zero waste by 2030. Therefore, cumulative impacts with respect to solid waste would be less than significant.

3.18.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to utilities and service systems have occurred within the vicinity of the 3022 Western Project since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.18.4 Any new information of substantial importance that demonstrates that the Project would result in new significant impacts or substantial increase in the severity of significant impacts?

There is no new information of substantial importance that has become available relative to utilities that would result in new or more severe significant environmental impacts related to utilities.

3.18.5 Mitigation Measures Addressing Impacts

Because the Certified EIR determined the Project would have a less than significant impact with respect to utilities and services systems, no mitigation measures were required. Implementation of the 3022 Western Project does not change these impact determinations. Therefore, no additional mitigation measures are required.

3.18.6 Conclusion

Based on the above, no new significant utility and service system impacts or a substantial increase in previously identified utility impacts would occur as a result of the 3022 Western Project. Therefore, the impacts to utilities and service systems as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162.

3.19 Wildfire

Issues (and supporting Information Sources)	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact	No	No	No	No
(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact	No	No	No	No
(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact	No	No	No	No
(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff post-fire slope instability, or drainage change?	No Impact	No	No	No	No

3.19.1 Impact Determination in the EIR

The Certified EIR determined that the Community Plan Area is located in a highly-urbanized portion of the City of Los Angeles and is not located in an area identified as a wildland fire hazard area according to Exhibit D, Selected Wildfire Hazard Areas of the Safety Element. In addition, there are no Very High Fire Hazard Severity Zones or Brush Clearance Zones within the Community Plan Area. Therefore, the Certified EIR concluded that implementation of the Community Plan would result no impact related to wildland fire.

3.19.2 Does the Project propose changes that would result in new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

The Project Site is not located in or near state responsibility areas, nor is the Project Site classified as a Very High Fire Hazard Severity Zone. Therefore, the 3022 Western Project would result in no impact related to wildfire. Therefore, the 3022 Western Project would not result in new or increased significant impacts beyond those already identified in the Certified EIR.

Cumulative Impacts

Regarding wildfire, the Project Site is located in an urbanized area and is not within a City-designated Very High Fire Hazard Severity Zone. Related projects would be located in the same urban environment as the Project and therefore it is unlikely that they would expose people or buildings to wildfire. Therefore, cumulative impacts with respect to wildfire would be less than significant.

3.19.3 Any substantial changes in circumstances involving new significant impacts or substantial increase in the severity of significant impacts that will require major revisions of the Certified EIR?

No substantial changes in the circumstances related to wildfire have occurred and no substantial new sources or wildfire have been identified within the vicinity of the 3022 Western Project since the certification of the Certified EIR that would result in new or more severe significant environmental impacts.

3.19.4 Any New Information of Substantial Importance?

There is no new information of substantial importance which has become available relative to wildfire that would result in new or more severe significant environmental impacts.

3.19.5 Mitigation Measures Addressing Impacts

Because the EIR determined the Project would have a less than significant impact on wildfire, no mitigation measures were required. Implementation of the 3022 Western Project does not change these impact determinations. Therefore, no additional mitigation measures are required.

3.19.6 Conclusion

Based on the above, no new significant wildfire impacts or a substantial increase in previously identified wildfire impacts would occur as a result of the 3022 Western Project. Therefore, the impacts to wildfire as a result do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162.

Appendix A

AQ Technical Modeling

DouglasKim+Associates,LLC

FUTURE EMISSIONS

3022 Western Avenue (Future) Detailed Report

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Data Field	Value
Project Name	3022 Western Avenue (Future)
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	3022 Western Ave, Los Angeles, CA 90018, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4221
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	114	Dwelling Unit	0.60	77,950	3,160	—	269	—
High Turnover (Sit Down Restaurant)	2.50	1000sqft	0.05	2,500	0.00	—	—	—

Enclosed Parking with Elevator	62.0	Space	0.00	24,800	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.77	26.1	36.9	0.05	1.03	1.37	2.39	0.94	0.33	1.27
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	13.0	36.2	37.4	0.13	1.03	9.68	10.0	0.94	2.29	3.18
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.49	19.5	25.5	0.05	0.69	1.84	2.53	0.64	0.51	1.15
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.64	3.56	4.66	0.01	0.13	0.34	0.46	0.12	0.09	0.21

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2024	3.77	26.1	36.9	0.05	1.03	1.37	2.39	0.94	0.33	1.27

2025	3.53	24.9	36.1	0.05	0.89	1.37	2.25	0.81	0.33	1.14
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2024	3.76	36.2	35.8	0.13	1.03	9.68	10.0	0.94	2.29	3.18
2025	13.0	25.9	37.4	0.05	0.92	1.61	2.53	0.84	0.38	1.22
2026	12.8	25.0	36.8	0.05	0.80	1.61	2.41	0.73	0.38	1.12
Average Daily	—	—	—	—	—	—	—	—	—	—
2024	2.35	19.5	23.1	0.05	0.69	1.84	2.53	0.64	0.51	1.15
2025	3.49	18.0	25.5	0.04	0.64	0.99	1.63	0.58	0.24	0.82
2026	0.60	1.18	1.74	< 0.005	0.04	0.07	0.11	0.03	0.02	0.05
Annual	—	—	—	—	—	—	—	—	—	—
2024	0.43	3.56	4.21	0.01	0.13	0.34	0.46	0.12	0.09	0.21
2025	0.64	3.28	4.66	0.01	0.12	0.18	0.30	0.11	0.04	0.15
2026	0.11	0.21	0.32	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	4.58	1.75	23.0	0.04	0.05	1.25	1.31	0.05	0.22	0.28
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.79	1.81	14.3	0.04	0.05	1.25	1.30	0.05	0.22	0.27
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	4.30	1.87	19.8	0.04	0.05	1.25	1.31	0.05	0.22	0.28
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.78	0.34	3.62	0.01	0.01	0.23	0.24	0.01	0.04	0.05

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.93	1.33	15.1	0.03	0.02	1.25	1.27	0.02	0.22	0.24
Area	2.63	0.07	7.65	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01
Energy	0.02	0.35	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	4.58	1.75	23.0	0.04	0.05	1.25	1.31	0.05	0.22	0.28
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.91	1.46	14.1	0.03	0.02	1.25	1.27	0.02	0.22	0.24
Area	1.86	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.02	0.35	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	3.79	1.81	14.3	0.04	0.05	1.25	1.30	0.05	0.22	0.27
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	1.89	1.47	14.4	0.03	0.02	1.25	1.27	0.02	0.22	0.24
Area	2.39	0.05	5.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.02	0.35	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—

Total	4.30	1.87	19.8	0.04	0.05	1.25	1.31	0.05	0.22	0.28
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.35	0.27	2.63	0.01	< 0.005	0.23	0.23	< 0.005	0.04	0.04
Area	0.44	0.01	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.06	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.78	0.34	3.62	0.01	0.01	0.23	0.24	0.01	0.04	0.05

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	4.63	5.36	0.01	0.18	—	0.18	0.16	—	0.16
Demolition	—	—	—	—	—	5.59	5.59	—	0.85	0.85
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.13	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	0.15	0.15	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.06	0.64	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.25	18.0	6.07	0.10	0.19	3.96	4.15	0.19	1.08	1.27
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.50	0.17	< 0.005	0.01	0.11	0.11	0.01	0.03	0.03
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.58	14.4	14.2	0.02	0.67	—	0.67	0.61	—	0.61
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.78	1.75	< 0.005	0.08	—	0.08	0.08	—	0.08
Dust From Material Movement	—	—	—	—	—	0.26	0.26	—	0.12	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.32	0.32	< 0.005	0.02	—	0.02	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.12	0.00	0.00	0.23	0.23	0.00	0.05	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.28	20.3	6.85	0.11	0.21	4.47	4.68	0.21	1.22	1.44
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	2.55	0.84	0.01	0.03	0.55	0.57	0.03	0.15	0.18
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.47	0.15	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.33	25.0	29.5	0.05	1.02	—	1.02	0.94	—	0.94
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.33	25.0	29.5	0.05	1.02	—	1.02	0.94	—	0.94
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.83	13.7	16.2	0.03	0.56	—	0.56	0.51	—	0.51
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	2.50	2.95	< 0.005	0.10	—	0.10	0.09	—	0.09
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.45	7.06	0.00	0.00	1.22	1.22	0.00	0.29	0.29
Vendor	0.02	0.63	0.31	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.53	5.96	0.00	0.00	1.22	1.22	0.00	0.29	0.29
Vendor	0.02	0.66	0.32	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.29	3.44	0.00	0.00	0.66	0.66	0.00	0.16	0.16
Vendor	0.01	0.36	0.17	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.63	0.00	0.00	0.12	0.12	0.00	0.03	0.03
Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.12	23.9	29.3	0.05	0.88	—	0.88	0.81	—	0.81
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.12	23.9	29.3	0.05	0.88	—	0.88	0.81	—	0.81
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.23	17.1	20.9	0.03	0.63	—	0.63	0.58	—	0.58
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41	3.12	3.82	0.01	0.11	—	0.11	0.11	—	0.11
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.40	0.41	6.51	0.00	0.00	1.22	1.22	0.00	0.29	0.29
Vendor	0.02	0.60	0.29	< 0.005	0.01	0.14	0.15	< 0.005	0.04	0.04
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.40	0.45	5.52	0.00	0.00	1.22	1.22	0.00	0.29	0.29
Vendor	0.02	0.63	0.30	< 0.005	0.01	0.14	0.15	< 0.005	0.04	0.04
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.35	4.14	0.00	0.00	0.86	0.86	0.00	0.20	0.20
Vendor	0.01	0.45	0.21	< 0.005	0.01	0.10	0.11	< 0.005	0.03	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.76	0.00	0.00	0.16	0.16	0.00	0.04	0.04

Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.95	23.0	29.2	0.05	0.77	—	0.77	0.71	—	0.71
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.08	1.37	< 0.005	0.04	—	0.04	0.03	—	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.20	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.41	5.16	0.00	0.00	1.22	1.22	0.00	0.29	0.29
Vendor	0.01	0.60	0.28	< 0.005	0.01	0.14	0.15	< 0.005	0.04	0.04
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.01	0.01
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03
Architectural Coatings	9.29	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.95	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.17	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.09	1.10	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.02	0.02	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	9.29	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.44	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	1.03	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Trenching (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	1.35	1.49	< 0.005	0.07	—	0.07	0.06	—	0.06
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.17	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.16	0.00	0.00	0.03	0.03	0.00	0.01	0.01

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.29	0.12	< 0.005	0.02	—	0.02	0.02	—	0.02

High Turnover (Sit Down Restaurant)	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.02	0.35	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.29	0.12	< 0.005	0.02	—	0.02	0.02	—	0.02
High Turnover (Sit Down Restaurant)	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.02	0.35	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
High Turnover (Sit Down Restaurant)	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	< 0.005	0.06	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	1.72	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.14	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.77	0.07	7.65	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01
Total	2.63	0.07	7.65	< 0.005	< 0.005	—	< 0.005	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	1.72	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.14	—	—	—	—	—	—	—	—	—
Total	1.86	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.31	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.10	0.01	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.44	0.01	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/9/2024	1/23/2024	5.00	10.0	—
Grading	Grading	1/24/2024	3/26/2024	5.00	45.0	—
Building Construction	Building Construction	3/27/2024	1/24/2026	5.00	478	—

Architectural Coating	Architectural Coating	11/10/2025	1/24/2026	5.00	55.0	—
Trenching	Trenching	1/24/2024	3/26/2024	5.00	45.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Sweepers/Scrubbers	Diesel	Average	1.00	6.00	36.0	0.46
Grading	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Grading	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Grading	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Air Compressors	Diesel	Average	10.0	8.00	37.0	0.48

Building Construction	Other Construction Equipment	Diesel	Average	1.00	7.00	82.0	0.42
Building Construction	Pressure Washers	Diesel	Average	2.00	6.00	14.0	0.30
Building Construction	Pumps	Diesel	Average	2.00	6.00	11.0	0.74
Building Construction	Signal Boards	Diesel	Average	1.00	6.00	6.00	0.82
Building Construction	Trenchers	Diesel	Average	1.00	6.00	40.0	0.50
Building Construction	Welders	Diesel	Average	2.00	6.00	46.0	0.45
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	107	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	17.5	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	121	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	93.5	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	16.7	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	18.7	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	157,849	52,616	3,750	1,250	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	4,269	—
Grading	—	13,827	0.65	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
High Turnover (Sit Down Restaurant)	0.00	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	609	609	609	222,285	4,495	4,495	4,495	1,640,675

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	114
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
157848.75	52,616	3,750	1,250	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	374,318	690	0.0489	0.0069	1,131,491
High Turnover (Sit Down Restaurant)	81,425	690	0.0489	0.0069	236,824
Enclosed Parking with Elevator	91,548	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	4,249,213	54,166
High Turnover (Sit Down Restaurant)	758,834	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	28.5	0.00
High Turnover (Sit Down Restaurant)	29.7	0.00
Enclosed Parking with Elevator	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.60	annual days of extreme heat
Extreme Precipitation	5.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A

Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	45.0
AQ-PM	80.3
AQ-DPM	41.3
Drinking Water	92.5
Lead Risk Housing	93.6
Pesticides	0.00
Toxic Releases	81.5
Traffic	65.5
Effect Indicators	—

CleanUp Sites	4.12
Groundwater	0.00
Haz Waste Facilities/Generators	10.5
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	62.5
Cardio-vascular	57.6
Low Birth Weights	85.2
Socioeconomic Factor Indicators	—
Education	81.8
Housing	91.0
Linguistic	85.1
Poverty	73.0
Unemployment	76.1

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	11.66431413
Employed	16.16835622
Median HI	9.662517644
Education	—
Bachelor's or higher	26.78044399
High school enrollment	100
Preschool enrollment	52.58565379

Transportation	—
Auto Access	5.710252791
Active commuting	92.39060695
Social	—
2-parent households	12.65238034
Voting	18.85025022
Neighborhood	—
Alcohol availability	33.05530604
Park access	81.35506224
Retail density	66.49557295
Supermarket access	94.25125112
Tree canopy	33.58141922
Housing	—
Homeownership	10.6249198
Housing habitability	10.21429488
Low-inc homeowner severe housing cost burden	4.260233543
Low-inc renter severe housing cost burden	48.12010779
Uncrowded housing	23.82907738
Health Outcomes	—
Insured adults	7.570896959
Arthritis	54.3
Asthma ER Admissions	23.5
High Blood Pressure	34.2
Cancer (excluding skin)	74.5
Asthma	19.7
Coronary Heart Disease	43.7
Chronic Obstructive Pulmonary Disease	35.3

Diagnosed Diabetes	15.4
Life Expectancy at Birth	39.7
Cognitively Disabled	78.9
Physically Disabled	18.7
Heart Attack ER Admissions	43.2
Mental Health Not Good	21.9
Chronic Kidney Disease	14.8
Obesity	15.8
Pedestrian Injuries	80.2
Physical Health Not Good	21.1
Stroke	17.3
Health Risk Behaviors	—
Binge Drinking	61.9
Current Smoker	27.2
No Leisure Time for Physical Activity	25.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	27.6
Elderly	63.3
English Speaking	29.6
Foreign-born	78.4
Outdoor Workers	15.5
Climate Change Adaptive Capacity	—
Impervious Surface Cover	9.2
Traffic Density	69.7
Traffic Access	87.4

Other Indices	—
Hardship	85.9
Other Decision Support	—
2016 Voting	11.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	76.0
Healthy Places Index Score for Project Location (b)	14.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project plans. Assumes 2.42 persons per dwelling unit per City of Los Angeles
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	Developer information

Construction: Dust From Material Movement	Developer information
Construction: Trips and VMT	10 cubic yard capacity per haul truck, 40-mile distance to landfill
Operations: Hearths	Project plans

DouglasKim+Associates,LLC

DEMOLITION ANALYSIS

DouglasKim+Associates,LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building	5,967	12	875	1,000	438	10	175	*Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula*
Single Family Residence	-	12	-	1,000	-	10	-	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Constructior	21079	0.5	390	2,400	468	10	78	
TOTAL			1,266		906		253	

Appendix B

Tree Report

STREET TREE REPORT

PREPARED FOR

3022 S. Western (LA) Owner, L.P., a Delaware limited partnership
By: 3022 S. Western (LA) Owner GP, LLC, a Delaware limited liability company, its general partner

4700 Wilshire Blvd.

Los Angeles, CA 90010

PROPERTY

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Los Angeles, CA 90018

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September 30, 2022

PREPARED BY

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REGISTERED CONSULTING ARBORIST #464

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STREET TREE REPORT

3022 Western Ave.
Los Angeles, CA 90018

SUMMARY

PROJECT OVERVIEW	
Site Address	**3022 Western Ave., Los Angeles, CA 90018**
Location and/or Specific Plan	**Jefferson Park**
Project Description	**Mixed-use multifamily residential project**
Number of Protected Trees on Site	**0**
Number of PARKWAY TREES Recommended for Removals	**1**

This Tree Report was prepared at the request of the property owner, 3022 S. Western L.P, who is preparing to build a mixed-use multifamily residential project on this property. The subject property is 28,272 square feet and is located in the Jefferson Park area of Los Angeles. It is currently developed with a 6,000 square foot commercial building which the owner is preparing to demolish.

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. 186873. **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. **Protected Shrubs** are defined as Mexican elderberry (*Sambucus mexicana*); Toyon (*Heteromeles arbutifolia*) which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.

There are NO trees or shrubs on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance.

NEIGHBOR TREES

I have also inspected the neighboring properties to confirm there are no protected tree species that are adjacent to the construction zone, or in areas of impact.

CITY OF LOS ANGELES STREET TREES, URBAN FORESTRY DIVISION

There are four (4) trees located in the parkway perimeter that are considered **City of Los Angeles Street Trees.**

REMOVAL: One tree is recommended for removal and replacement to the satisfaction of the Urban Forestry Division.
RETAIN: Three trees will receive no impact and will be retained and protected in place.

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.**

There are NO trees or shrubs on this property that would be considered Non-Protected Significant within the City of Los Angeles Department of City Planning.

ASSIGNMENT

The Assignment included:

- Field Observation and Inventory of Trees on Site
- Photographs of the subject trees are included in Appendix B
- Evaluation of potential construction impacts
- Matrix of proposed tree removals and trees to remain

LIMITS OF THE ASSIGNMENT

The field inspection was a visual, grade level tree assessment. No special tools or equipment were used. No tree risk assessments were performed. My site examination and the information in this report is limited to the date and time the inspection occurred. The information in this report is limited to the condition of the trees at the time of my inspection.

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.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

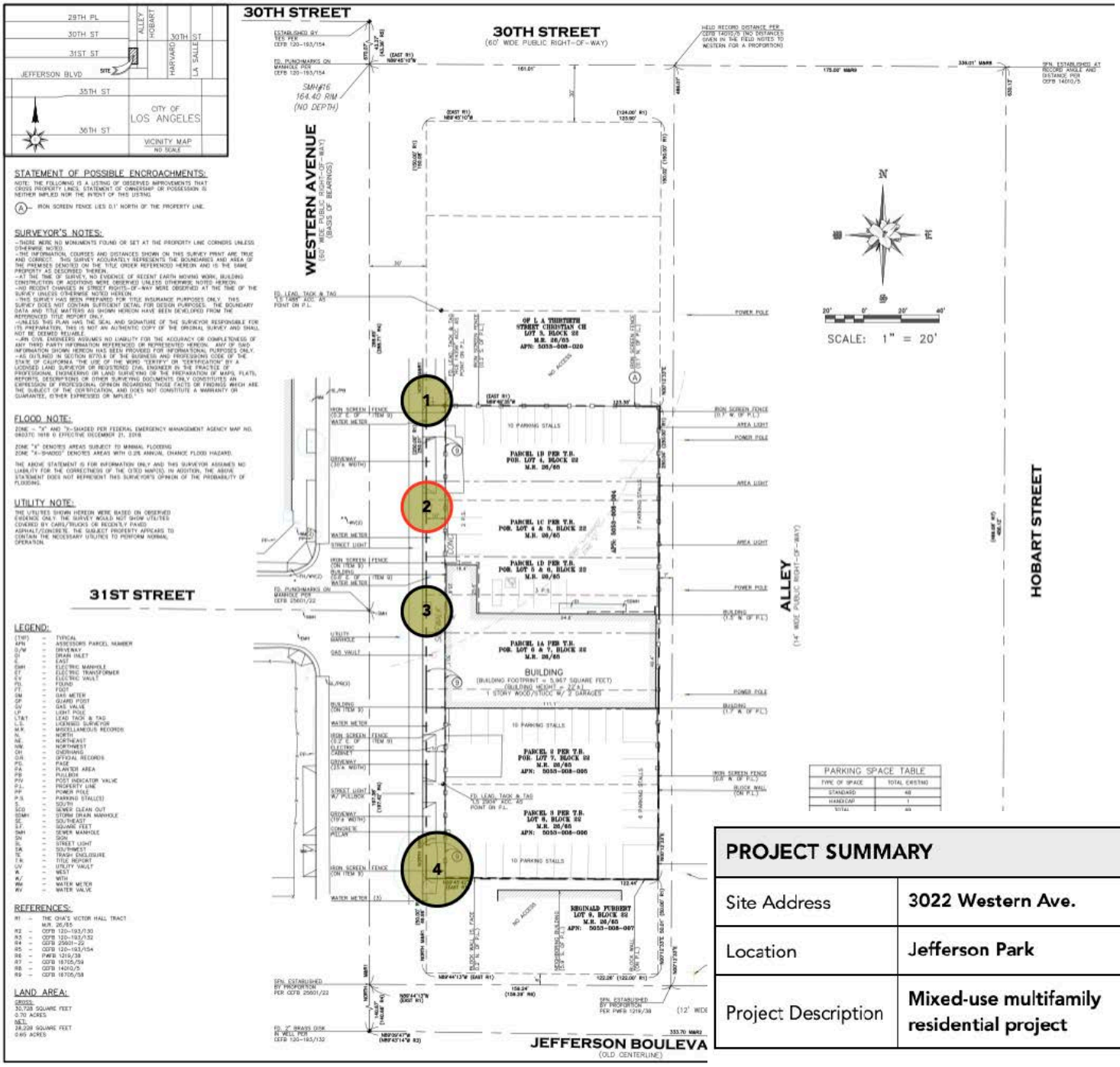
STREET TREES

There are Four (4) City of Los Angeles Street Trees.

RETAIN: One (1) Bradford Pear *(Pyrus calleryana),* one sapling Evergreen Pear *(Pyrus kawakamii),* and (1) Indian Laurel Fig (*Ficus microcarpa* 'Nitida') located in the parkway tree wells will receive no impact and will be retained and protected in place during the course of construction.

REMOVE: One (1) Bradford Pear street tree #2 is recommended for removal due to the driveway shifting due to the transformer placement.

APPENDIX A.1 - TREE LOCATION MAP, REDUCED



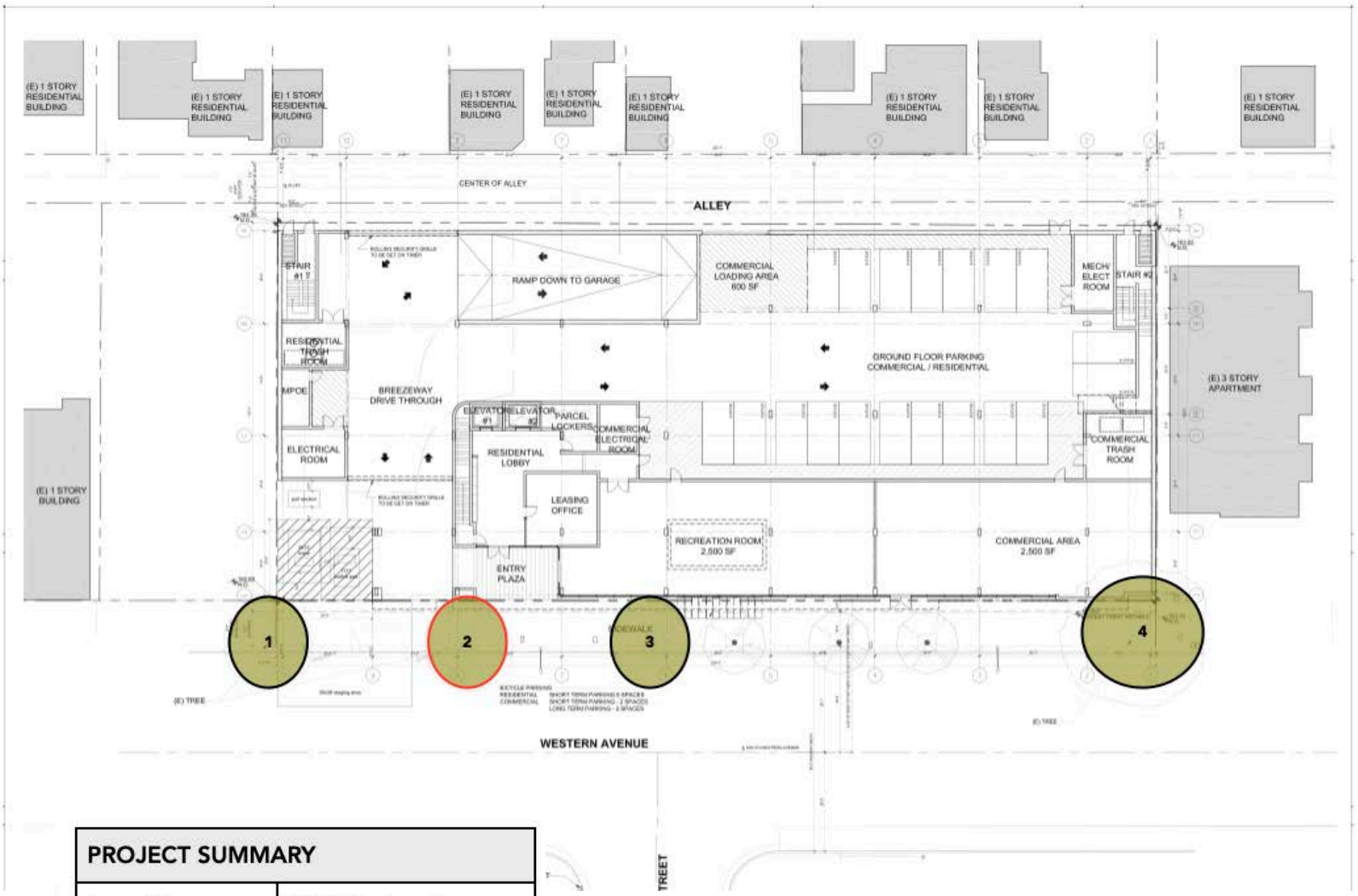
PROJECT SUMMARY	
Site Address	**3022 Western Ave.**
Location	**Jefferson Park**
Project Description	**Mixed-use multifamily residential project**

KEY

Street Tree

Tree recommended for removal

APPENDIX A.2 - TREE LOCATION SITE MAP



PROJECT SUMMARY	
Site Address	**3022 Western Ave.**
Location	**Jefferson Park**
Project Description	**Mixed-use multifamily residential project**

KEY

Street Tree

Tree recommended for removal

APPENDIX B - PHOTOGRAPHS

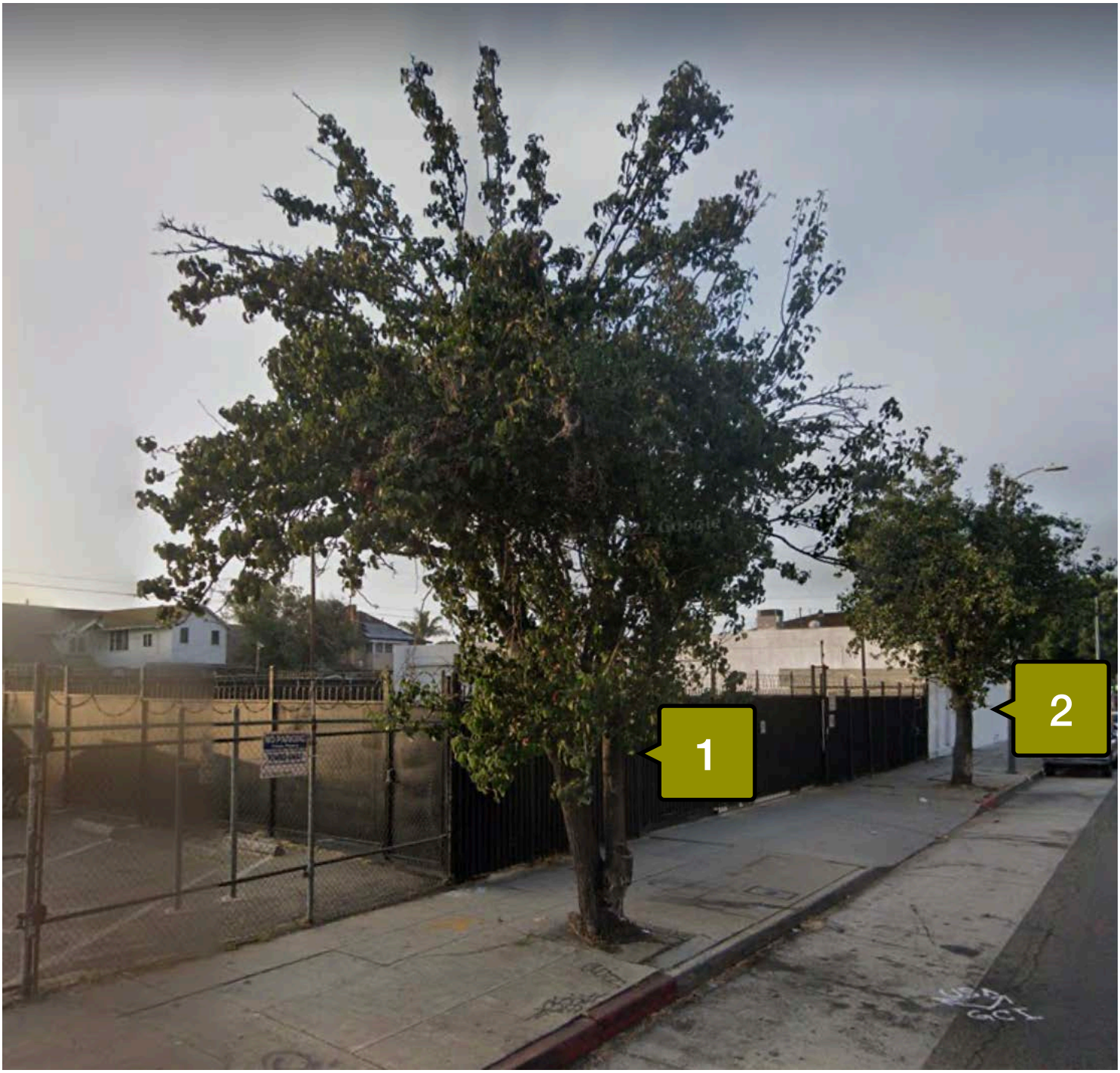


PHOTO 1 - Bradford Pear *(Pyrus calleryana)* street trees #1 & #2.

#1 will be retained and #2 is recommended for removal due to the driveway shifting due to the transformer placement.

APPENDIX B - PHOTOGRAPHS

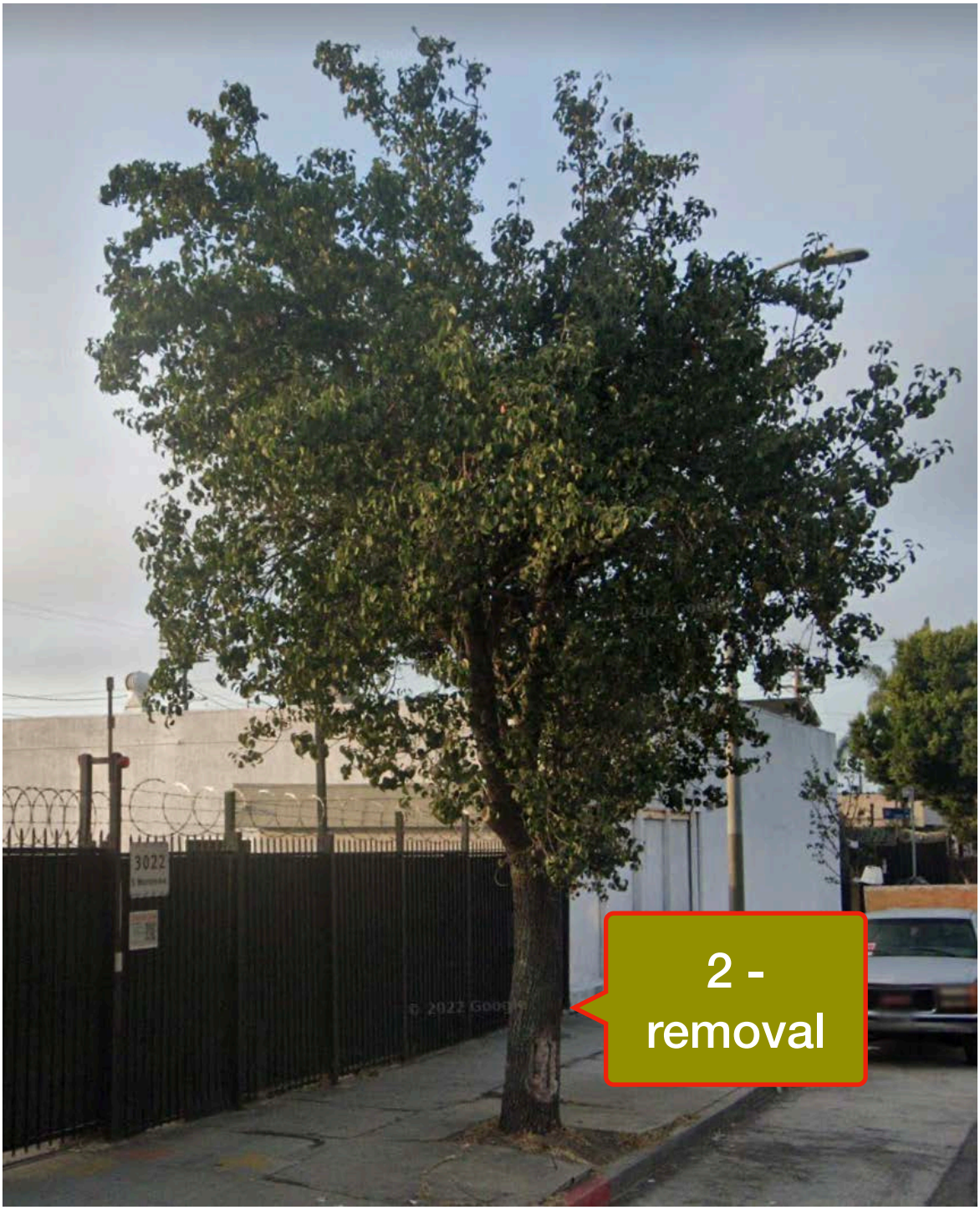


PHOTO 2 - Bradford Pear *(Pyrus calleryana)* street tree #2 is recommended for removal due to the driveway shifting due to the transformer placement.

APPENDIX B - PHOTOGRAPHS

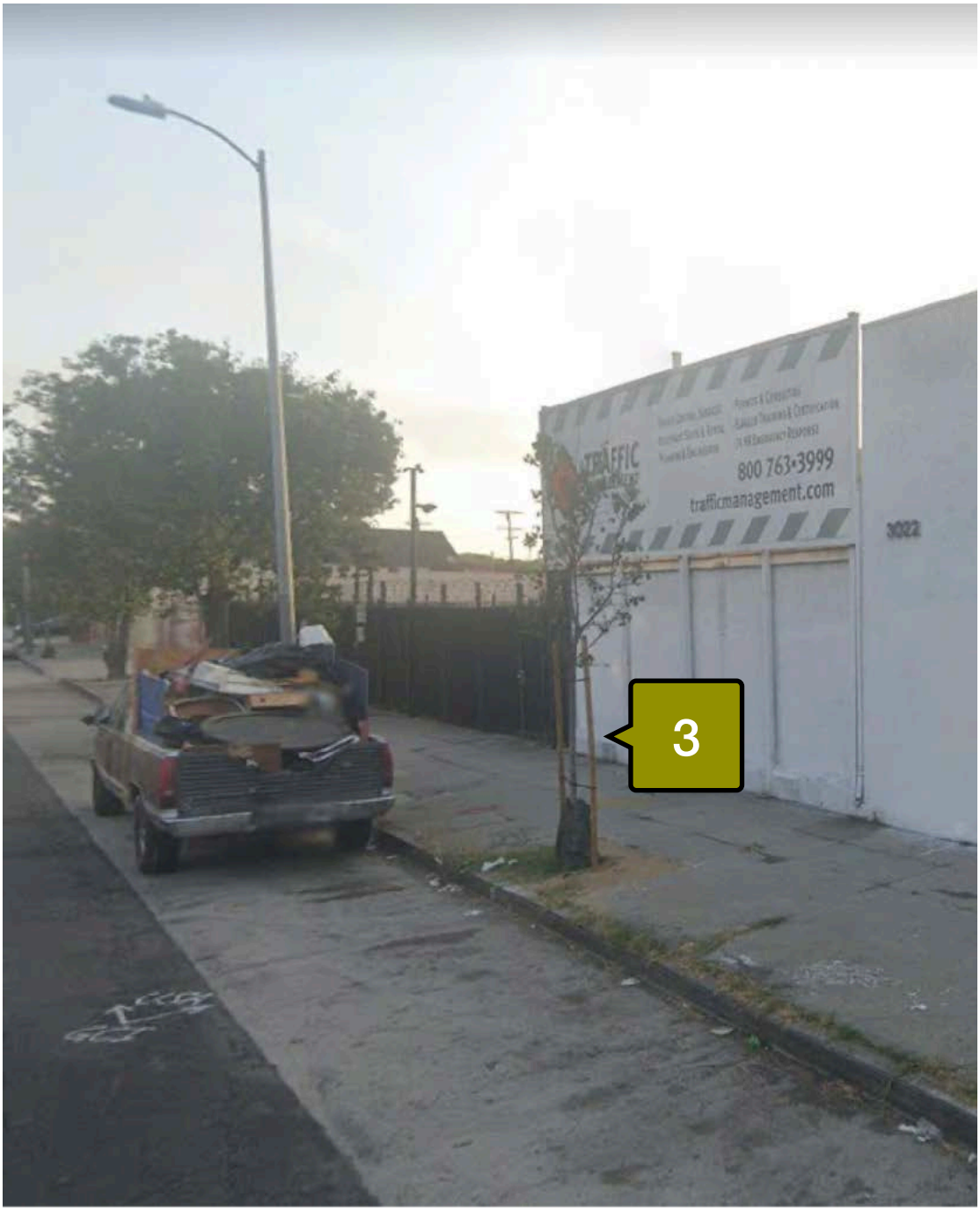


PHOTO 3 - Evergreen Pear *(Pyrus kawakamii)* #3 will receive no impact and will be retained.

APPENDIX B - PHOTOGRAPHS

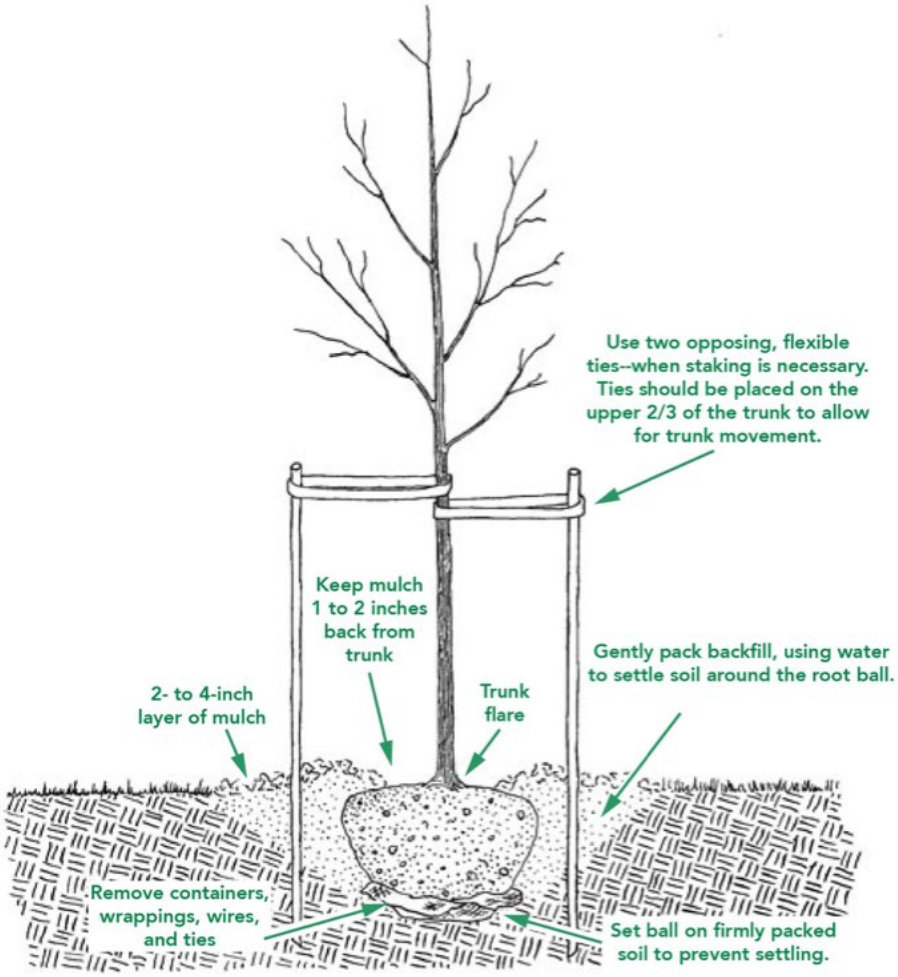
PHOTO 4 - Indian Laurel Fig *(Ficus microcarpa* 'Nitida'*)* #4 will receive no impact and will be retained.

APPENDIX C - SUMMARY OF FIELD INSPECTION

Rating Code: A = Excellent, B = Good, C = Fair, D = Poor, E = Nearly Dead, F = Dead

Tree #	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
1	Bradford Pear *Pyrus calleryana*	Street	12	25	15	C-D	Retain
2	Bradford Pear *Pyrus calleryana*	Street	12	25	15	C	Remove
3	Evergreen Pear *Pyrus kawakamii*	Street	2	8	3	C	Retain
4	Indian Laurel Fig *Ficus microcarpa* 'Nitida'	Street	22	35	35	C	Retain

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. Guideline

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 Board Certified Master Arborist #WE3782B
ISA Tree Risk Assessor Qualified- Instructor
American Society of Consulting Arborists, Member

Appendix C

Utility Technical Report

Labib Funk + Associates
Structural | Civil Engineers

Burnett + Young
Shoring Engineers

UTILITY TECHNICAL REPORT

FOR

3022 S WESTERN

3022 S Western Avenue
Los Angeles, CA 90018

Prepared for:
City of Los Angeles

Prepared by:
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Structural | Shoring | Civil Consulting Engineers
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Shoring Engineers

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1. PROJECT SUMMARY

1.1. Project Description

The project is composed of 5 adjacent lots at 3018-3110 S Western Avenue, Los Angeles, CA 90018. The 3022 S Western project proposes the construction of a 5-story, mixed-use structure on an approximate 28,273.4 square feet (sf), or 0.65-acre (ac), lot.

The project proposes the demolition of the existing 5,967 sf one-story building and existing surface parking and replacing all that with a structure composed of 114 residential units atop 5,000 sf of commercial space and one level of subterranean parking.

1.2. Scope of Work

The purpose of this report is to analyze the potential impact of the project to the existing water, wastewater, and energy infrastructure system for California Environmental Quality Act (CEQA) compliance.

2. REGULATORY FRAMEWORK

2.1. Water

The City of Los Angeles Department of Water and Power (LADWP) is responsible for providing water supply to the City while complying with Local, State, and Federal regulations. Below are the State and Regional water supply regulations:

- California Code of Regulations (CCR), Title 20, Chapter 4, Article 4, Section 1605 establishes water efficiency standards for all new plumbing fixtures and Section 1608 prohibits the sale of fixtures that do not comply with the regulations.

- 2019 California Green Building Standards Code, CCR, Title 24, Part 11, adopted on January 1, 2020 (CALGreen), requires a water use reduction of 20% above the baseline cited in the CALGreen code book. The code applies to family homes, state buildings, health facilities, and commercial buildings.

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- California Urban Water Management Planning Act of 1984 requires water suppliers to adopt an Urban Water Management Plan (UWMP).

- Metropolitan Water District (MWD) official reports and policies as outlined in its Regional UWMP, Water Surplus and Drought Management Plan, Water Supply Allocation Plan, and Integrated Resources Plan.

- LADWP's 2020 UWMP outlines the City's long-term water resources management strategy. The 2020 UWMP was approved by the LADWP Board of Water and Power Commissioners on May 25th, 2021.

- Senate Bill 610 and Senate Bill 221, approved on October 9, 2001, require land use agencies to perform a detailed analysis of available water supply when approving large developments. Historically, public water suppliers (PWS) simply provided a "will serve" letter to developers. SB 610, Public Resources Code (PRC) and Section 10910-10915 of the State Water Code requires lead agencies to request a Water Supply Assessment (WSA) from the local water purveyor prior to project approval. If the projected water demand associated with a proposed development is included in the most recent UWMP, the development is considered to have sufficient water supply per California Water Code Section 10910, and a WSA is not required. All projects that meet any of the following criteria require a WSA:

    1. A proposed residential development of more than 500 dwelling units.

    2. A proposed shopping center or business establishment of more than 500,000 sf of floor space or employing more than 1,000 persons.

    3. A proposed commercial office building of more than 250,000 sf of floor space or employing more than 1,000 persons.

    4. A proposed hotel or motel of more than 500 rooms.

    5. A proposed industrial, manufacturing, or processing plant or industrial park of more than 40 ac of land, more than 650,000 sf of floor area, or employing more than 1,000 persons.

    6. A mixed-use project that falls in one or more of the above-identified categories.

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7. A project not falling in one of the above-identified categories but that would demand water equal or greater than the amount required by a 500-dwelling unit project.

This Project does not meet any of the criteria above, therefore it will not need a WSA.

2.2. Wastewater

The City of Los Angeles has one of the largest sewer systems in the world including more than 6,600 miles of sewers serving a population of more than four million. The Los Angeles sewer system is comprised of three systems: Hyperion Sanitary Sewer System, Terminal Island Water Reclamation Plant Sanitary Sewer System, and Los Angeles Regional Sanitary Sewer System. To comply with State Water Resources Control Board (SWRCB) Waste Discharge Requirements (WDRs), LA Sanitation and Environment (LASAN) prepared a Sewer Management Plan (SSMP) for each of these systems. The Development Site lies within the Hyperion Service Area served by the Hyperion Sanitary Sewer System. In January 2019, a Sewer System Management Plan (SSMP) was prepared for the Hyperion Sanitary Sewer System pursuant to the State Water Resources Control Board's (SWRCB) May 2, 2006 Statewide General Waste Discharge Requirements (WDRs)[1].

Los Angeles Municipal Code

Sewer permit allocation for projects that discharge into the Hyperon Treatment Plant (HTP) is regulated by Ordinance No. 166,060 adopted by the City of Los Angeles in 1990. The Ordinance established an additional annual allotment of 5.0 million gallons per day (mgd). Of that 5 mgd, 34.5 percent (1.725 mgd) is allocated for priority projects, 8 percent (0.4 mgd) for public benefit projects, and 57.5 percent (2.875 mgd) for non-priority projects (of which 65 percent is for residential project and 35 percent for non-residential projects). The City of Los Angeles Municipal Code (LAMC) includes regulations that allow the City to assure available sewer capacity for new projects and fees for improvements to the infrastructure system. LAMC Section 64.15 requires that the City perform a Sewer Capacity Availability Request (SCAR) when any person seeks a sewer permit to connect a property to the City's sewer collection system, proposes additional discharge through their existing public sewer connection, or proposes a future sewer connection or future development that is anticipated to generate 10,000 gallons per day (gpd) or more of sewage. A SCAR is an analysis of the existing sewer collection system to determine if there is adequate capacity existing in the sewer

[1] City of Los Angeles Department of Public Works, LA Sanitation, Sewer System Management Plan, Hyperion Sanitary Sewer System, January 2019.

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collection system to safely convey the newly generated sewage to the appropriate sewage treatment plant.

LAMC Section 64.11.2 requires the payment of fees for new connections to the sewer system to assure the sufficiency of sewer infrastructure. New connections to the sewer system are assessed a Sewerage Facilities Charge. The rate structure for the Sewerage Facilities Charge is based upon wastewater flow strength, as well as volume. The determination of wastewater strength for each applicable project is based on City guidelines for the average wastewater concentrations of two parameters (biological oxygen demand and suspended solids) for each type of land use. Fees paid to the Sewerage Facilities Charge fees are deposited in the City's Sewer Construction and Maintenance Fund for sewer and sewage-related purposes, including but not limited to industrial waste control and water reclamation purposes. In addition, the City establishes design criteria for sewer systems to assure that new infrastructure provides sewer capacity and operating characteristics to meet City Standards Bureau of Engineering (BOE) Special Order No. SO06-0691. Per the Special Order, laterals sewers, which are sewers 18 inches or less in diameter, must be designated for a planning period of 100 years. The Special Order also requires that sewers be designated so that the peak dry weather flow depth during their planning period shall not exceed one-half the pipe diameter[2].

In 2006 the City approved the Integrated Resources Plan, which incorporates a Wastewater Facilities Plan[3]. The Integrated Resources Program was developed to meet future wastewater needs of more than 4.3 million residents expected to live within the City by 2020. To meet future demands posed by increased wastewater generation, the City has chosen to expand its current overall treatment capacity, while maximizing the potential to reuse recycled water through irrigation and other approved uses.

In April 2018, the City prepared the One Water LA 2040 Plan (One Water LA Plan), an integrated approach to Citywide recycled water supply, wastewater treatment, and stormwater management. The new plan builds upon the City's Water IRP, which projected needs and set forth improvements and upgrades to wastewater conveyance

[2] City of Los Angeles, L.A. CEQA Thresholds Guide, Your Resource for Planning CEQA Analysis in Los Angeles, M-Public Utilities, 2006.
https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf

[3] City of Los Angeles, Department of Public Works, LA Sewers Website, Integrated Resources Plan Facilities Plan, Summary Report, December 2006.
https://www.lacitysan.org/san/sandocview?docname=CNT025148

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systems, recycled water systems, and runoff management programs through the year 2020, and extends its planning horizon to 2040[4].

2.3. Energy

2.3.1. Electricity

The 2017 Power Strategic Long-Term Resource Plan (SLTRP)[5] document serves as a comprehensive 20-year roadmap that guides the LADWP Power System in its efforts to supply reliable electricity in an environmentally responsible and cost-effective manner. The 2017 SLTRP re-examines and expands its analysis on the 2016 Power Integrated Resource Plan recommended case with updates in line with latest regulatory framework, and updates to case scenario assumptions that include a 65 percent renewable portfolio, advanced efficiency, and higher levels of local solar, energy storage and transportation electrification.

The 2017 SLTRP uses system modeling tools to analyze and determine the long-term economic, environmental, and operational impact of alternative resource portfolios by simulating the integration of new resource alternatives within our existing mix of assets and providing the analytic results to inform the selection of a recommended case.

The SLTRP also includes a general assessment of the revenue requirements and rate impacts that support the recommended resource plan through 2037. While this assessment will not be as detailed and extensive as more recent-year fiscal analyses, it clearly outlines the general requirements for future analyses. As a long-term planning process, the SLTRP examines a 20-year horizon to secure adequate supplies of electricity. In that respect, it is LADWP's desire that the SLTRP contribute towards future rate actions, by presenting and discussing the programs and projects required to fulfill the City Charter mandate of delivering reliable electric power to the City of Los Angeles.

Regulatory interpretations of primary regulations and state laws affecting the Power System, including AB 32, SB 1368, SB 1, SB 2 (1X), SB 350, SB 32, US EPA Rule 316(b), and US Clean Power Plan continue to evolve particularly with certification requirements of existing renewable projects and their applicability towards meeting in-state or out-of-state qualifications. 2017's SLTRP attempts to incorporate the latest interpretation of these major regulations and state laws as we understand them today.

[4] City of Los Angeles, One Water LA 2040 Plan, Volume 2 Wastewater Facilities Plan, April 2018. https://www.lacitysan.org/cs/groups/sg_owla/documents/document/y250/mdi2/~edisp/cnt026205.pdf

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

2.3.2. Natural Gas

The 2022 *California Gas Report 6*[6] presents a comprehensive outlook for natural gas requirements and supplies for California through the year 2035. This report is prepared in even-numbered years, followed by a supplemental report in odd-numbered years, in compliance with California Public Utilities Commission Decision D.95-01-039. The projections in the California Gas Report are for long-term planning and do not necessarily reflect the day-to-day operational plans of the utilities.

California natural gas demand, including volumes not served by utility systems, is expected to decrease at a rate of 1.0 percent per year from through 2035. Though the Natural Gas Vehicle (NGV) market shows moderate growth, it is not sufficient to offset the projected decrease in other market segments over the forecast horizon.

Residential gas demand is expected to decrease at an annual average rate of 1.7 percent. The commercial gas demand is projected to decrease at an average annual rate of 1.5 percent each year. The industrial gas demand segment is expected to decline at an average rate of 0.2 percent per year. Aggressive energy efficiency programs make a significant impact in managing growth in the residential, commercial, and industrial markets.

In 2015, the state enacted legislation intended to improve air quality, provide aggressive reductions in energy dependency, and boost the employment of renewable power. The first legislation, the 2015 Clean Energy and Pollution Reduction Act, also known as Senate Bill (SB) 350, requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by December 31, 2030. SB 350 establishes annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by January 1, 2030. Second, the Energy Efficiency Act (AB 802) provides aggressive state directives to increase the energy efficiency of existing buildings, requires that access to building performance data for nonresidential buildings be provided by energy utilities and encourages pay-for performance incentive-based programs. This paradigm shift will allow California building owners a better and more effective way to access whole-building information and at the same time will help to address climate change and deliver cost-effective savings for ratepayers. Last, the Energy Efficiency Act (AB 793) is intended to promote and provide incentives to residential or small and medium-sized business utility customers that acquire energy management technology for use in their home or place of business. AB 793 requires energy utilities to develop a plan to educate

[6] California Gas and Electric Utilities, 2022 California Gas Report, 2022.

residential customers and small and medium business customers about the incentive program[7].

3. ENVIRONMENTAL SETTING

The 3022 Western Project Site is approximately 28,273 sf and is associated with Assessor's Parcel Numbers 5053-008-004, -005, and-006. The project site is bounded by a parking lot to the north, an alley and residential structures to the east and south, and Western Avenue to the west. The existing site is occupied by a commercial building with associated parking.

3.1. Water

LADWP is responsible for providing water supply to the City while complying with County, State, and Federal regulations.

3.1.1. Regional

Primary sources of water for the LADWP service area are the Los Angeles Aqueducts (LAA), State Water Project (supplied by MWD) and local groundwater. The Los Angeles Aqueduct has been the primary source of the City's water supply. In recent years, however, the amount of water supplies from the Los Angeles Aqueduct has been limited due to environmental concerns, and the City's water supply relied heavily (average of 57% in recent years) on the purchased water from MWD delivered from the Colorado River or from the Sacramento-San Joaquin Delta. Local ground water has been a reliable water source, providing an average of 12% of the total water supply, but there have been concerns in recent years due to declining groundwater level and contamination issues. Lastly, the City's recycled water supply is limited to specific projects within the City at this time[8].

3.1.2. Local

LADWP maintains water infrastructure to the Project Site. Based on available record data provided by NavigateLA, there appears to be a 30" water main in Western Avenue. The Project is anticipated to have a water connection to Western Avenue to serve the proposed building. There are 4 existing water meters. It is likely that new connections will be installed to meet all Fire Department and Department of Building and Safety regulations to serve the proposed building. There five public fire hydrants that exist in the vicinity of the Development Site, locations listed below.

- Northwest corner of the 31st Street and Western Avenue intersection
- Northeast corner of the Jefferson Boulevard and Western Avenue intersection

[7] C.A. Legislative Assembly, SB 32, 2015-2016.
[8] LADWP, 2020 Urban Water Management Plan, May 2021.

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- Northwest corner of the 30th Street and Western Avenue intersection
- Southwestern corner of the 30th Street and Hobart Boulevard intersection
- Northwest corner of the Jefferson Boulevard and Hobart Boulevard intersection

The existing development is occupied by a commercial building with parking lots to the north and south. The estimated water demand is represented in Table 1.

Table 1 - Estimated Existing Water Consumption

Connection To	Facility	Water Consumption Rate[(b)]	Total Consumption (GPD)
Project Site	Commercial (5,958 sf)[(a)]	50 GPD/,1000 sf	297

[(a)]Area determined by measurements generated from the existing site survey.
[(b)]Water consumption rates are per City of LA BOE / LASAN (2012) as shown in Appendix A.

3.2. Wastewater

3.2.1. Regional

The Bureau of Sanitation (BOS) operates and maintains the wastewater treatment, reclamation and collection facilities serving most of the City of Los Angeles incorporated areas as well as several other cities and unincorporated areas in the Los Angeles basin and San Fernando Valley. The collection infrastructure consists of over 6,700 miles of local, trunk, mainline and major interceptor sewers, five major outfall sewers, and 46 pumping plants. The wastewater generated by the Project ultimately flows to the HTP System. The existing design capacity of the Hyperion Service Area is approximately 550 mgd and the existing average daily flow for the system is approximately 260 mgd[9].

3.2.2. Local

Sanitary sewer is provided by the City of Los Angeles BOS. The city sewer network ultimately conveys wastewater to the Hyperion Sewage Treatment Plant. Table 2 summarizes the existing sewer generation of the existing development.

[9] City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewer System Management Plan Hyperion Sanitary Sewer System, January 2019. https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035426.pdf. Accessed July 2022.

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Table 2 - Estimated Existing Sewage Generation			
Connection To	**Facility**	**Sewage Generation Rate [b]**	**Total Generation (GPD)**
Project Site	Commercial (5,958 sf)[a]	50 GPD/,1000 sf	297
[a]Area determined by measurements generated from the existing site survey.			
[b]Water consumption rates are per City of LA BOE / LASAN (2012) as shown in Appendix A.			

3.3. Energy

3.3.1. Electricity

LADWP is responsible for providing power supply to the City while complying with County, State, and Federal regulations.

3.3.1.1. Regional

LADWP's Power system is the nation's largest municipal electric utility and serves a 465-square-mile area in Los Angeles and much of the Owens Valley. The system supplies more than 26 million megawatt-hours (MWh) of electricity a year for the City of Los Angeles' 1.5 million residential and business customers as well as over 5,000 customers in the Owens Valley. LADWP has over 6,502 megawatts (MW) of generation capacity from a diverse mix of energy sources including Renewable energy, Natural Gas, Nuclear, Large Hydro, coal, and other sources. The distribution network includes 6,752 miles of overhead distribution lines and 3,626 miles of underground distribution cables[10].

3.3.1.2. Local

Based on a visual inspection there are existing overhead power lines along the alley at the eastern side of the project site. LADWP provided a will serve letter for our project (Appendix B). Table 3 below details the existing electrical demands:

Table 3 - Estimated Electricity Demand		
Connection to	**Facility[a]**	**Electricity Demand[b] (kWhr/yr)[c]**
Project Site	Commercial (5,958 sf)	74,475
	Parking (22,031 sf)	7,711
Total Existing Electricity Demand for Project Site		**82,186**
[a]Area determined by measurements generated from the existing site survey.		
[b]The average projected load based on estimates from CalEEMod.		
[c]Watts [W]; 1,000 Watts = [kW]; Kilowatt Hours per year = [kWhr/yr].		

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

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3.3.2. Natural Gas

Southern California Gas Company (SoCal Gas) is responsible for providing natural gas supply to the City and is regulated by the California Public Utilities Commission and other state and federal agencies.

3.3.2.1. Regional

SoCal Gas is the principal distributor of natural gas in Southern California, providing retail and wholesale customers with transportation, exchange, and storage services and procurement services to most retail core customers. SoCal Gas is a gas-only utility and, in addition to serving the residential, commercial, and industrial markets, provides gas for enhanced oil recovery (EOR) and electric generation (EG) customers in Southern California. SoCal Gas' natural gas system is the nation's largest natural gas distribution utility and serves a 20,000 square-mile area in Central and Southern California. The system supplies natural gas to 21.6 million customers through 5.9 million meters in more than 500 communities[11].

3.3.2.2. Local

Based on substructure maps provided by the City's Navigate LA database, there appears to be a 2" gas main in Western Avenue. The estimated existing gas demand can be seen in table 4.

Table 4 - Estimated Existing Natural Gas Demand

Connection To	Facility	Total Natural Gas Demand (MMCF) [(b)]
Project Site	Commercial (5,958 sf)[(a)]	0.061

[(a)] Area determined by measurements generated from the existing site survey.
[(b)] 1,000,000 Cubic Feet [CF] = 1 [MMCF]

4. Significant Thresholds

4.1. Water

Appendix G of the State of California's California Environmental Quality Act (CEQA) Guidelines (CEQA Guidelines) provides a set of sample questions that address impacts regarding water supply. These questions are as follows:

Would the project:

[11] California Gas and Electric Utilities, 2022 California Gas Report, 2022.

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- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities or expansion of existing facilities, the construction or relocation of which would cause significant environmental effects?

- Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

In the context of the above questions from the Appendix G of the CEQA Guidelines, the City of Los Angeles CEQA Thresholds Guide (L.A. CEQA Thresholds Guide) states that the determination of significance regarding impacts on water shall be made on a case-by-case basis, considering the following factors:

- The total estimated water demand for the project;

- Whether sufficient capacity exists in the water infrastructure that would serve the project, considering the anticipated conditions at project buildout;

- 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

- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Based on these factors, the Project would have a significant impact if the City's water supplies would not adequately serve the Project or water distribution capacity would be inadequate to serve the proposed use after appropriate infrastructure improvements have been installed.

4.2. Wastewater

Appendix G of the CEQA Guidelines provides a set of sample questions that address impacts regarding wastewater. These questions are as follows:

Would the project:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

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- 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?

In the context of the above questions from the CEQA Guidelines, the *L.A. CEQA Thresholds Guide* states that a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows at 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

- 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.

These thresholds are applicable to the Project and as such are used to determine if the Project would have significant wastewater impacts.

4.3. Energy

Appendix F of the CEQA Guidelines states that the potentially significant energy implications of a project should be considered in an EIR. Environmental impacts, as noted in Appendix F, may include:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance and/or removal. if appropriate, the energy intensiveness of materials may be discussed;

- The effects of the project on local and regional energy supplies and on requirements for additional capacity;

- The effects of the project on peak and base period demands for electricity and other forms of energy;

- The degree to which the project complies with existing energy standards;

- The effects of the project on energy resources;

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- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Appendix G of the CEQA Guidelines has the following questions:

- Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?
- Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

In the context of the above thresholds, the L.A. CEQA Thresholds Guide states that a determination of significance shall be made on a case-by case basis, considering the following factors:

- The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure; or capacity enhancing alterations to existing facilities;

- Whether and when the needed infrastructure was anticipated by adopted plans; and

- The degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

Based on these factors, the Project would have a significant impact on energy resources if the project would result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities, or the design of the project fails to incorporate energy conservation measures that go beyond existing requirements.

5. Methodology

5.1. Water

The methodology for determining the significance of a project as it relates to a project's impact on water supply and distribution infrastructure is based on the L.A. CEQA Thresholds Guide. This methodology involves a review of the project's environmental setting, project impacts, cumulative impacts, and mitigation measures (if required). The following has been considered as part of the determination for this Project:

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Environmental Setting

- Description of major water infrastructure serving the Development Site, including the type of facilities, location and sizes, and any planned improvements.

- Description of the water conditions for the Project area and known improvement plans.

Project Impacts

- Evaluate the Project's water demand, considering design or operational features that would reduce or offset water demand.

- Determine what improvements would be needed, if any, to adequately serve the Project.
- Describe the degree to which presently scheduled off-site improvements offset impacts.

This report analyzes the potential impacts of the Project on the existing public water infrastructure by comparing the estimated Project demand with the calculated available capacity of the existing facilities.

The existing and proposed water demand is based upon available site and Project information and utilizes 100 percent of the BOS sewerage generation factors.

LADWP performed a hydraulic analysis of their water system to determine if adequate fire flow is available to the fire hydrants surrounding the Development Site. LADWP's approach consists of analyzing their water system model near the Development Site. Based on the results, LADWP determines whether they can meet the project fire hydrant flow needs based on existing infrastructure. See Appendix C for the results of the Information of Fire Flow Availability Request (IFFAR).

In addition, LADWP performed a flow test to determine if available water conveyance exists for future development. LADWP's approach consists of data ranging from available static pressure (meaning how much pressure is available at the source before applying the project's demand), to the available pressure at the maximum demand needed for the project. Based on the results, LADWP determines whether they can meet the project needs based on existing infrastructure. See Appendix D for the results of the Service Advisory Request (SAR) for Western Avenue.

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5.2. Wastewater

The methodology for determining the significance of a project as it relates to a project's impact on wastewater collection and treatment infrastructure is based on the L.A. CEQA Thresholds Guide. This methodology involves a review of the project's environmental setting, project impacts, cumulative impacts, and mitigation measures (if required). The following has been considered as part of the determination for this Project:

Environmental Setting

- Location of the Project and appropriate points of connection to the wastewater collection system on the pertinent Wye Map;
- Description of the existing wastewater system which would serve the Project, including its capacity and current flows.
- Summary of adopted wastewater-related plans and policies that are relevant to the Project area.

Project Impacts

- Evaluate the Project wastewater needs (anticipated daily average wastewater flow), considering design or operational features that would reduce or offset service impacts;
- Compare the Project's wastewater needs to the appropriate sewer's capacity and/or the wastewater flows anticipated in the Wastewater Facilities Plan or General Plan.

This report analyzes the potential impacts of the Project on the existing public sewer infrastructure by comparing the estimated Project wastewater generation with the calculated available capacity of the existing facilities. Pursuant to LAMC Section 64.15, BOS Wastewater Engineering Division made preliminary analyses of the local and regional sewer conditions to determine if available wastewater conveyance and treatment capacity exists for future development of the Development Site. BOS's approach consisted of the study of a worst-case scenario envisioning peak demands from the relevant facilities occurring simultaneously on the wastewater system. A combination of flow gauging data and computed results from the City's hydrodynamic model were used to project current and future impacts due to additional sewer discharge. The data used in this report are based on the findings of the BOS preliminary

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analysis. Refer to Appendix E for the SCAR results and Appendix F for the Wastewater Service Information (WWSI) Response Letter prepared by the City of Los Angeles BOS providing additional context and evaluation, showing feasibility in accommodating the Project.

5.3. Energy

The methodology for determining the significance of a project as it relates to a project's impact on energy supply and distribution infrastructure is based on the L.A. CEQA Thresholds Guide. This methodology involves a review of the project's environmental setting, project impacts, cumulative impacts, and mitigation measures as required. The following has been considered as part of the determination for this Project:

Environmental Setting

Description of the electricity and natural gas supply and distribution infrastructure serving the Development Site. Include plans for new transmission facilities or expansion of existing facilities; and

Summary of adopted energy conservation plans and policies relevant to the project.

Project Impacts

Evaluation of the new energy supply and distribution systems which the project would require.

Describe the energy conservation features that would be incorporated into project design and/or operation that go beyond City requirements, or that would reduce the energy demand typically expected for the type of project proposed.

Consult with the DWP or The Gas Company, if necessary, to gauge the anticipated supply and demand conditions at project buildout.

This report analyzes the potential impacts of the Project on existing energy infrastructure by comparing the estimated Project energy demand with the available capacity. Will-serve letters from LADWP and SoCal Gas (Appendix B and G) demonstrate the availability of sufficient energy resources to supply the Project's demand.

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6. Project Impacts

6.1. Construction

6.1.1. Water

Water demand for construction of the Project would be required for dust control, cleaning of equipment, excavation/export, removal and re-compaction, etc. Based on a review of construction projects of similar size and duration, a conservative estimate of construction water use ranges from 1,000 to 2,000 gpd. Although temporary construction water use would be greater than the existing water consumption at the Development Site, it is anticipated that the existing water infrastructure would meet the limited and temporary water demand associated with construction of the Project. Impacts on the water infrastructure due to construction activity would therefore be less than significant.

The Project will also require construction of new water distribution lines to serve new buildings and facilities of the proposed Project. Construction impacts associated with the installation of water distribution lines would primarily involve trenching to place the water distribution lines below surface and would be limited to on-site water distribution, and minor off-site work associated with connections to the public main. Prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. Further, LADWP would be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service and are typically responsible for the installation of new meters and main connections. Therefore, Project impacts on water associated with construction activities would be less than significant.

6.1.2. Wastewater

Construction activities for the Project would not result in wastewater generation as construction workers would typically utilize portable restrooms, which would not contribute to wastewater flows to the City's wastewater system. Thus, wastewater generation from Project construction activities is not anticipated to cause a measurable increase in wastewater flows. Therefore, Project impacts associated with construction-period wastewater generation would be less than significant.

The Project will require construction of new on-site infrastructure to serve the new buildings. Construction impacts associated with wastewater infrastructure would primarily be confined to trenching for connections to public infrastructure. Installation of wastewater infrastructure will be limited to on-site wastewater distribution, and minor off-site work associated with connections to the public main. No upgrades to the

public main are anticipated. A Construction Management Plan would be implemented to reduce any temporary pedestrian and traffic impacts. The contractor would implement the Construction Management Plan, which would ensure safe pedestrian access and vehicle travel and emergency vehicle access throughout the construction phase. Overall, when considering impacts resulting from the installation of any required wastewater infrastructure, all impacts are of a relatively short-term duration (i.e., months) and would cease to occur once the installation is complete. Therefore, Project impacts on wastewater associated with construction activities would be less than significant.

6.1.3. Energy

Electrical power would be consumed to construct the new buildings and facilities of the proposed Project. Typical uses include temporary power for lighting, equipment, construction trailers, etc. Overall, demolition and construction activities would require minimal electricity consumption and would not be expected to have any adverse impact on available electricity supplies and infrastructure. Therefore, impacts on electricity supply associated with short-term construction activities would be less than significant.

No natural gas usage is expected to occur during construction. Therefore, impacts on natural gas supply associated with short-term construction activities would be less than significant.

Construction impacts associated with the Project's electrical and gas infrastructure upgrades would primarily be confined to trenching. Infrastructure improvements will comply with all applicable LADWP, SoCalGas, and City of LA requirements, which are expected to and would in fact mitigate impact to existing energy systems and adjacent properties. As stated above, to reduce any temporary pedestrian access and traffic impacts during any necessary off-site energy infrastructure improvements, a construction management plan would be implemented to ensure safe pedestrian and vehicular travel. Therefore, Project impacts on energy infrastructure associated with construction activities would be less than significant.

6.2. Operation

6.2.1. Water

6.2.1.1. Infrastructure Capacity

When analyzing the Project for infrastructure capacity, the projected demands for both fire suppression and domestic water are considered. Although domestic water demand is the Project's main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for

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analyzing infrastructure capacity. Nevertheless, conservative analysis for both fire suppression and domestic water flows has been completed by LADWP for the Project. See Appendix C and D for the results of the IFFAR and SAR, respectively, which together demonstrate that adequate water infrastructure capacity exists.

6.2.1.2. Fire Water Demand

According to information available in Navigate LA, the Project is designated General Commercial under the General Plan. Based on fire flow standards set forth in Section 57.507.3 of the LAMC, the Project "fire flows shall comply with Table 57.507.3.1 for any structures, group of structures or facilities by the type of land development, or as otherwise determined by the Chief". Based on Table 57.507.3.1 of the LAMC, the project fire flow requirement is 4,000 gallons per minute (gpm). An IFFAR was submitted to LADWP regarding available fire hydrant flow to demonstrate compliance. The results indicate four hydrants flowing simultaneously with 1,000 gpm each. The results show that the Development Site currently has adequate fire flow available to demonstrate compliance with Section 57.507.3 of the LAMC.

Furthermore, LAMC Section 57.513, Supplemental Fire Protection, states that:

Where the Chief determines that any or all the supplemental fire protection equipment or systems described in this section may be substituted in lieu of the requirements of this chapter with respect to any facility, structure, group of structures or premises, the person owning or having control thereof shall either conform to the requirements of this chapter or shall install such supplemental equipment or systems. Where the Chief determines that any or all such equipment or systems is necessary in addition to the requirements of this chapter as to any facility, structure, group of structures or premises, the owner thereof shall install such required equipment or systems.

The Project will incorporate a fire sprinkler suppression system to reduce or eliminate the public hydrant demands, which will be subject to Fire Department review and approval during the design and permitting of the Project. Based on Section 94.2020.0 of the LAMC that adopts by reference NFPA 14-2013 including Section 7.10.1.1.5, the maximum allowable fire sprinkler demand for a fully or partially sprinklered building would be 1,250 gpm. As noted, an SAR was submitted to LADWP to determine if the existing public water infrastructure could meet the demands of the Project. Based upon the SAR results, the existing infrastructure is sufficient to meet the demands of the project. The Project's fire flow impacts to water infrastructure would be less than significant.

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6.2.1.3. Domestic Water Demand

Water consumption estimates have been prepared based on 100 percent of the City of LA BOS sewerage generation factors for commercial categories and are summarized in Table 5.

Table 5 - Estimated Proposed Water Consumption

Building Use	Water Consumption (GPD)[(a)]	Units	Quantity	Total Consumption (GPD)
Residential Apt - Bachelor	75	DU	59	4,425
Residential Apt – 1 BDR	110	DU	44	4,840
Residential Apt – 2 BDR	150	DU	11	1,650
Commercial	50/1,000	SF	5,000	250
Total Estimated Proposed Water Consumption (GPD)				11,165

[(a)]The average daily flow based on 100% of the City of Los Angeles sewerage generation factors.

As mentioned, the approved SAR which is inclusive of anticipated domestic water demands shows that the existing infrastructure is sufficient to meet the water demand of the Project. Therefore, the Project's impacts on water supply would be less than significant.

6.2.1.4. Sewer Generation

In accordance with the L.A. CEQA Thresholds Guide, the base estimated sewer flows were based on the sewer generation factors for the Project's uses. Based on the type of use and generation factors, the Project will generate approximately 11,165 gpd of wastewater. Wastewater generation estimates have been prepared based on the City of LA BOS sewerage generation factors for residential and commercial categories and are summarized in Table 6.

Table 6 - Estimated Proposed Sewage Generation

Building Use	Sewage Generation (GPD)[(a)]	Units	Quantity	Total Generation (GPD)
Residential Apt - Bachelor	75	DU	59	4,425
Residential Apt – 1 BDR	110	DU	44	4,840
Residential Apt – 2 BDR	150	DU	11	1,650
Commercial	50/1,000	SF	5,000	250
Total Estimated Proposed Water Consumption (GPD)				11,165

[(a)]The average daily flow based on 100% of the City of Los Angeles sewerage generation factors.

A SCAR and a Wastewater Services Information request (WWSI) were submitted to see whether the existing public infrastructure can accommodate the Project. The BOE

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and BOS have analyzed the Project demands in conjunction with existing conditions and forecasted growth. Refer to Appendix E for the SCAR and Appendix F for the WWSI.

Table 7 - Estimated Sewer Facilities

Main In	Size / Material	Slope (%)	50% d/D Capacity (MGD)
Western Avenue	8" Vitrified Clay	0.6	0.562
Alley between Western and Hobart	8" Vitrified Clay	0.4	0.459

It is anticipated that the Project will make multiple connections to the public sewer system. During design and permitting, the exact locations of the points of connection will be determined. Table 5 below shows the anticipated wastewater generation relative to the available pipe's capacity.

The approved SCAR allocates an anticipated 50% of flow to the 8" sewer in Western and 50% of the flow to the 8" sewer in the alley to the east of the property, both of which currently have sufficient capacity to accommodate the loading. Due to this fact and the Response Letter generated by the BOE-Wastewater Engineering Services Division, impacts on wastewater infrastructure would be less than significant.

As further discussed below, the existing design capacity of the Hyperion Service Area is approximately 550 mgd (consisting of 450 mgd at the HTP, 80 mgd at the Donald C. Tillman Water Reclamation Plant, Reclamation Plant, and 20 mgd at the Los Angeles–Glendale Water Reclamation Plant)[12]. The Project's proposed wastewater generation is approximately 0.011 mgd. This is equal to far less than one percent of the HTP's capacity where the Project's wastewater would be treated. As indicated in the Response Letter, the HTP is understood to have sufficient capacity to serve the Project. Consequently, impacts on wastewater treatment capacity are less than significant.

6.2.2. Energy

6.2.2.1. Electricity

The Project will increase the demand for electricity resources. Based on analysis performed using CalEEMod software, the estimated projected electrical loads are provided in Table 8.

[12] City of Los Angeles Department of Public Works, Bureau of Sanitation, Water Reclamation Plants, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p?_adf.ctrl-state=oep8lwkld_4&_afrLoop=28344654751341747#!, accessed November 2022.

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A Will Serve letter was sent to LADWP to determine if there is sufficient capacity to serve the Project. Based on the response from LADWP (see Appendix B), impacts related to electrical services would be less than significant.

Table 8 - Estimated Proposed Electrical Demands

Connection To	Facility	Quantity	Electricity Demand [(a)] (kWhr/yr)[(b)]
Proposed Development Site	Residential	114 Units	438,862
	Commercial	5,000 SF	62,500
	Parking	44,155 SF	240,203
Total Proposed Electricity Demand for Development Site			741,565
Existing Total Electricity Demand for Development Site			82,186
Net Increase in Electricity Demand for Development Site Due to Project			659,379

[(a)]The average projected load based on estimates from CalEEMod.
[(b)]Watts [W]; 1,000 Watts = [kW]; Kilowatt Hours per year = [kWhr/yr].

6.2.2.2. Natural Gas

The Project will increase the demand for natural gas resources. Based on analysis performed using CalEEMod software, the estimated projected natural gas loads are provided in Table 9.

Table 9 - Estimated Proposed Natural Gas Demands

Connection To	Facility	Quantity	Total Natural Gas Demand (MMCF) [(b)]
Proposed Development Site	Residential	114 Units	1.490
	Commercial	5,000 SF	0.0516
	Parking	44,155 SF	0
Total Proposed Electricity Demand for Development Site			1.542
Existing Total Electricity Demand for Development Site			0.061
Net Increase in Electricity Demand for Development Site Due to Project			1.481

[(a)]The average projected load based on estimates from CalEEMod.
[(b)]1,000,000 Cubic Feet [CF] = 1 [MMCF].

A Will Serve letter was sent to the gas company to determine if there is sufficient capacity to serve the Project. Based on the response from SoCalGas (see Appendix G), available capacity to serve the project exists. As such, impacts related to gas would be less than significant.

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6.3. Cumulative Impacts

6.3.1. Water

The geographic context for the cumulative impact analysis on water supply is the LADWP service area (i.e., the City). LADWP, as a public water service provider, is required to prepare and periodically update an Urban Water Management Plan to plan and provide for water supplies to serve existing and projected demands. The 2020 UWMP prepared by LADWP accounts for existing development within the City, as well as projected growth through the year 2045.

Furthermore, through LADWP's 2020 UWMP process and the City's Securing L.A.'s Water Supply, the City will meet all new demand for water due to projected population growth to the year of 2045, through a combination of water conservation and water recycling. These plans outline the creation of sustainable sources of water for the City of Los Angeles to reduce dependence on imported supplies. LADWP is planning to achieve these goals by expanding its water conservation program. To increase recycled water use, LADWP is expanding the recycled water distribution system to provide water for irrigation, industrial use, and groundwater recharge.

Compliance of the Project and future development projects with regulatory requirements that promote water conservation such as the Los Angeles Municipal Code, including the City's Green Building Code, as well as AB 32, would also assist in assuring that adequate water supply is available on a cumulative basis.

Based on the above, it is anticipated that LADWP would be able to supply the water demands of the Project as well as future growth. Therefore, cumulative impacts on water supply would be less than significant.

6.3.2. Wastewater

The Proposed Project will result in the additional generation of sewer flow. However, as discussed above the BOS will conduct an analysis of existing and planned capacity and will determine that adequate capacity exists to serve the Project. Related projects connecting to the same sewer system are required to obtain a sewer connection permit and submit a SCAR to the BOS as part of the related project's development review. Impact determination will be provided for each project following the completion of the SCAR analysis. If system upgrades are required because of a given project's additional flow, arrangements would be made between the related project and the BOS to construct the necessary improvements.

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Wastewater generated by the Proposed Project would be conveyed via the existing wastewater conveyance systems for treatment at the HTP system. As previously stated, based on information from the BOS, the existing design capacity of the Hyperion Service Area is approximately 550 mgd and the existing average daily flow for the system is approximately 260 mgd[13]. The estimated wastewater generation of the Proposed Project (11,165 gpd) is less than the available capacity in the system and roughly 0.004% of the allotted annual wastewater flow increase for the HTP. It is expected that the related projects would also be required to adhere to the BOS's annual wastewater flow increase allotment.

Based on these forecasts the Project's increase in wastewater generation would be adequately accommodated within the Hyperion Service Area. In addition, the City BOS's analysis confirms that the HTP has sufficient capacity and regulatory allotment for the Proposed Project. Thus, operation of the Project would have a less than significant impact on wastewater treatment facilities.

6.3.3. Energy

The geographic context for the cumulative analysis of electricity is LADWP's service area and the geographic context for the cumulative analysis of natural gas is SoCal Gas' service area. The geographic context for transportation energy use is the City of Los Angeles. Growth within these geographies is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure, such as new or expanded energy facilities.

Buildout of the Project, the related projects, and additional growth forecasted to occur in the City would increase electricity consumption during project construction and operation and thus, cumulatively increase the need for energy supplies and infrastructure capacity, such as new or expanded energy facilities. LADWP forecasts that its total energy sales in the 2024-2025 fiscal year will be 23,286 gigawatt-hours (GWh) of electricity[14]. Based on the Project's estimated net new electrical consumption of 0.659 GWh/year, the project would account for approximately 0.003% of LADWP's projected sales for the Project's this year. Although future development would result in the irreversible use of renewable and non-renewable electricity resources during project construction and operation which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with growth expectations for LADWP's service area. Furthermore, like the Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including

[13] City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewer System Management Plan Hyperion Sanitary Sewer System, January 2019.
[14] LADWP, 2017 Power Integrated Resource Plan, Appendix A, Table A-1.

CALGreen and State energy standards under Title 24, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to electricity consumption would not be cumulatively considerable and, thus, would be less than significant.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. As described in LADWP's 2017 Power Integrated Resource Plan, LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards. LADWP has indicated that the Power Integrated Resource Plan incorporates the estimated electricity requirement for the Project. The Power Integrated Resource Plan accounts for future energy demand, advances in renewable energy resources and technology, energy efficiency, conservation, and forecast changes in regulatory requirements. Development projects within the LADWP service area would also be anticipated to incorporate site- specific infrastructure improvements, as necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet the needs of their respective projects. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the Project area. As such, the Project's contribution to cumulative impacts with respect to electricity infrastructure would not be cumulatively considerable and, thus, would be less than significant.

Buildout of the Project and related projects in SoCal Gas' service area is expected to increase natural gas consumption during project construction and operation and thus, cumulatively increase the need for natural gas supplies and infrastructure capacity. Based on the 2022 California Gas Report, the California Energy Commission estimates natural gas capacity within SoCal Gas' planning area will be approximately 3,435 million CF/d in 2027, of which approximately 1,214 million CF/d is currently unallocated[15]. The Project would account for 0.04 percent of the 2025 forecasted consumption in SoCalGas's planning area. SoCalGas' forecasts consider projected population growth and development based on local and regional plans. Although future development projects would result in the irreversible use of natural gas resources which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, like the Project, during project construction and operation other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate mitigation measures, as necessary. Accordingly, the

[15] California Gas and Electric Utilities, 2022 California Gas Report, p. 186.

Project's contribution to cumulative impacts related to natural gas consumption would not be cumulatively considerable and, thus, would be less than significant.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, cumulative impacts with respect to natural gas infrastructure would not be cumulatively considerable and, thus, would be less than significant.

7. Level of Significance

Based on the analysis contained in this report no significant impacts have been identified to water, wastewater, or energy infrastructure for this Project.

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Appendix A

LA Sanitation Sewage Generation Factors

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SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
1	Acupuncture Office/Clinic	120/1,000 Gr SF	265	275
2	Arcade - Video Games	50/1,000 Gr SF	265	275
3	Auditorium (a)	3/Seat	265	275
4	Auto Parking (a)	20/1,000 Gr SF	265	275
5	Auto Mfg., Service Maintenance (b)	Actual	1,260	1,165
6	Bakery	280/1,000 Gr SF	3,020	2,540
7	Bank: Headquarters	120/1,000 Gr SF	265	275
8	Bank: Branch	50/1,000 Gr SF	265	275
9	Ballroom	350/1,000 Gr SF	265	275
10	Banquet Room	350/1,000 Gr SF	265	275
11	Bar: Cocktail, Fixed Set (a) (c)	15/Seat	265	275
12	Bar: Juice, No Baking Facilities (d)	720/1,000 Gr SF	265	275
13	Bar: Juice, with Baking Facilities (d)	720/1,000 Gr SF	265	275
14	Bar: Cocktail, Public Table Area (c)	720/1,000 Gr SF	265	275
15	Barber Shop	120/1,000 Gr SF	265	275
16	Barber Shop (s)	15/Stall	265	275
17	Beauty Parlor	425/1,000 Gr SF	265	275
18	Beauty Parlor (s)	50/Stall	265	275
19	Bldg. Const/Field Office (e)	120/Office	265	275
20	Bowling Alley: Alley, Lanes & Lobby Area	50/1,000 Gr SF	265	275
21	Bowling Facility: Arcade/Bar/Restaurant/Dancing	Total	Average	Average
22	Cafeteria: Fixed Seat	30/Seat	1,000	600
23	Car Wash: Automatic (b)	Actual	265	285
24	Car Wash: Coin Operated Bays (b)	Actual	265	285
25	Car Wash: Hand Wash (b)	Actual	265	285
26	Car Wash: Counter & Sales Area	50/1,000 Gr SF	265	275
27	Chapel: Fixed Seat	3/Seat	265	275
28	Chiropractic Office	120/1,000 Gr SF	265	275
29	Church: Fixed Seat	3/Seat	265	275
30	Church School: Day Care/Elem	9/Occupant	265	275
31	Church School: One Day Use (s)	9/Occupant	265	275
32	Cocktail Lounge: Fixed Seat (f)	15/Seat	265	275
33	Coffee House: No Food Preparation (d)	720/1,000 Gr SF	265	275
34	Coffee House: Pastry Baking Only (d)	720/1,000 Gr SF	265	275
35	Coffee House: Serves Prepared Food (d)	25/Seat	1,000	600
36	Cold Storage: No Sales (g)	30/1,000 Gr SF	265	275
37	Cold Storage: Retail Sales (g)	50/1,000 Gr SF	265	275
38	Comfort Station: Public	80/Fixture	265	275
39	Commercial Use (a)	50/1,000 Gr SF	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
79	Machine Shop (No Industrial Waste Permit Required) (b)	50/1,000 Gr SF	265	275
80	Machine Shop (Industrial)	Actual	265	275
81	Mfg or Industrial Facility (No IW Permit Required) (b)	50/1,000 Gr SF	265	275
82	Mfg or Industrial Facility (Industrial)	Actual	265	275
83	Massage Parlor	250/1,000 Gr SF	265	275
84	Medical Building (a)	225/1,000 Gr SF	265	275
85	Medical: Lab in Hospital	250/1,000 Gr SF	340	275
86	Medical Office/Clinic	250/1,000 Gr SF	265	275
87	Mini-Mall (No Food)	50/1,000 Gr SF	265	275
88	Mortuary: Chapel	3/Seat	265	275
89	Mortuary: Embalming	300/1,000 Gr SF	800	800
90	Mortuary: Living Area	50/1,000 Gr SF	265	275
91	Motel: Use Guest Room Only (a)	120/Room	265	275
92	Museum: All Area	30/1,000 Gr SF	265	275
93	Museum: Office Over 15%	120/1,000 Gr SF	265	275
94	Museum: Sales Area	50/1,000 Gr SF	265	275
95	Office Building (a)	120/1,000 Gr SF	265	275
96	Office Bldg w/Cooling Tower	170/1,000 Gr SF	265	275
97	Plating Plant (No IW Permit Required) (b)	50/1,000 Gr SF	265	275
98	Plating Plant (Industrial) (b)	Actual	265	275
99	Pool Hall (No Alcohol)	50/1,000 Gr SF	265	275
100	Post Office: Full Service (m)	120/1,000 Gr SF	265	275
101	Post Office: Private Mail Box Rental	50/1,000 Gr SF	265	275
102	Prisons	175/Inmate	265	275
103	Residential Dorm: College or Residential (n)	70/Student	265	275
104	Residential: Boarding House	70/Bed	265	275
105	Residential: Apt - Bachelor (a)	75/DU	265	275
106	Residential: Apt - 1 BDR (a) (o)	110/DU	265	275
107	Residential: Apt - 2 BDR (a) (o)	150/DU	265	275
108	Residential: Apt - 3 BDR (a) (o)	190/DU	265	275
109	Residential: Apt - >3 BDR (o)	40/BDR	265	275
110	Residential: Condo - 1 BDR (o)	110/DU	265	275
111	Residential: Condo - 2 BDR (o)	150/DU	265	275
112	Residential: Condo - 3 BDR (o)	190/DU	265	275
113	Residential: Condo - >3 BDR (o)	40/BDR	265	275
114	Residential: Duplex/Townhouse - 1 BR (o)	110/DU	265	275
115	Residential: Duplex/Townhouse - 2 BR (o)	150/DU	265	275
116	Residential: Duplex/Townhouse - 3 BR (o)	190/DU	265	275
117	Residential: Duplex/Townhouse - >3 BR (o)	40/BDR	265	275

Appendix B

LADWP Electric Power Will-Serve Letter

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Los Angeles Department of Water & Power
BUILDING A STRONGER L.A.

Eric Garcetti, Mayor

Board of Commissioners
Cynthia McClain-Hill, President
Cynthia M. Ruiz, Vice President
Jill Banks Barad-Hopkins
Mia Lehrer
Nicole Neeman Brady
Chante L. Mitchell, Secretary

Martin L. Adams, General Manager and Chief Engineer

November 2, 2022

Mr. Christian Braganza
Labib Funk + Associates
319 Main St
El Segundo, CA 90245

Dear Mr. Braganza:

Subject: Will Serve
3022 S Western Av - 114 Unit Apartment Building

This is in response to your letter dated on November 2, 2022 regarding electric service for the proposed project at the above address.

Electric service is available and will be provided in accordance with the Department of Water and Power Rules and Regulations. The estimated power requirement for this proposed project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the power system.

If you have any questions regarding this matter, please call Mr. David Vu, at (213) 367-6178.

Sincerely,

Marco Maldonado/DV

Marco Maldonado
District Engineer, Metro West Service Planning

c: David Vu

Appendix C

LADWP Information of Fire Flow Availability Request (IFFAR)

City of Los Angeles
Los Angeles Department of Water and Power - Water System

INFORMATION OF FIRE FLOW AVAILABILITY

122-192/
Water Service Map No.: 120-192

LAFD Fire Flow Requirement: 4,000 GPM (4 HYDRANTS)
LAFD Signature:
Date Signed:

Applicant: CHRISTIAN BRAGANZA
Company Name: LABIB FUNK AND ASSOCIATES
Address: 319 MAIN ST., EL SEGUNDO, CA 90245
Telephone: (951) 383-0690
Email Address: CHRISTIAN.BRAGANZA@LABIBFUNK.COM

KATHRINE CRUZ
NOV 01 2022

	F- 30302	F- 8144	F- 8143
Location:	N/W CORNER OF 31ST / WESTERN	N/E CORNER OF JEFFERSON / WESTERN	S/W CORNER OF JEFFERSON / WESTERN
Distance from Neareast Pipe Location (feet):	35 FT	35 FT	35 FT
Hydrant Size:	4D	4D	4D
Water Main Size (in):	6"	8"	30"
Static Pressure (psi):	97	98	98
Residual Pressure (psi):	84	85	85
Flow at 20 psi (gpm):	1,500	1,500	1,500

NOTE: Data obtained from hydraulic analysis using peak hour.

Remarks:
ECMR No. W20221101010

SHEET 1 OF 2

ENG. NOTES: Maximum flow of 6,000 GPM from 4 hydrants flowing simultaneously.

Water Purveyor: **Los Angeles Department of Water & Power** *Date:* 11/16/2022

Signtature: Oscar E. Tupul *Title:* Associate Engineer

Requests must be made by submitting this completed application, along with a $271.00 check payable to:
"Los Angeles Department of Water and Power", and mailed to:
Los Angeles Department of Water and Power
Distribution Engineering Section - Water
Attn: Business Arrangements
111 North Hoe Street - Room 1425
Los Angeles, CA 90012

*** If you have any questions, please contact us at (213) 367-2WNB or visit our web site at http://www.ladwp.com.**

City of Los Angeles
Los Angeles Department of Water and Power - Water System

INFORMATION OF FIRE FLOW AVAILABILITY

Water Service Map No.: 122-192

LAFD Fire Flow Requirement: 4,000 GPM (4 HYDRANTS) LAFD Signature:

Date Signed:

Applicant: CHRISTIAN BRAGANZA
Company Name: LABIB FUNK AND ASSOCIATES
Address: 319 MAIN ST., EL SEGUNDO, CA 90245
Telephone: (951) 383-0690
Email Address: CHRISTIAN.BRAGANZA@LABIBFUNK.COM

KATHRINE CRUZ
NOV 01 2022

	F- 30305	F-	F-
Location:	N/W CORNER OF 31ST / WESTERN		
Distance from Neareast Pipe Location (feet):	35 FT		
Hydrant Size:	4D		
Water Main Size (in):	8"		
Static Pressure (psi):	96		
Residual Pressure (psi):	83		
Flow at 20 psi (gpm):	1,500		

NOTE: Data obtained from hydraulic analysis using peak hour.

Remarks: ECMR No. W2022110101D

SHEET 2 OF 2

ENG. NOTES: Maximum flow of 6,000 GPM from 4 hydrants flowing simultaneously.

Water Purveyor: **Los Angeles Department of Water & Power** *Date:* 11/16/2022

Signtature: Oscar E. Tupul *Title:* Associate Engineer

Requests must be made by submitting this completed application, along with a $271.00 check payable to:
"Los Angeles Department of Water and Power", and mailed to:
Los Angeles Department of Water and Power
Distribution Engineering Section - Water
Attn: Business Arrangements
111 North Hoe Street - Room 1425
Los Angeles, CA 90012

*** If you have any questions, please contact us at (213) 367-2WNB or visit our web site at http://www.ladwp.com.**

Appendix D

LADWP Service Advisory Report (SAR)

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City of Los Angeles

Los Angeles Department of Water and Power - Water System

SAR NUMBER **100613**

Fire Service Pressure Flow Report

SERVICE NUMBER **640721**

For: **3022 S WESTERN AVE** Approved Date: **11-2-2022**

Proposed Service **6 INCH** off of the

30 inch main in **WESTERN AVE** on the **EAST** side approximately

315 feet **NORTH** of **NORTH** of **JEFFERSON BLVD** The System maximum pressure is

97 psi based on street curb elevation of **164** feet above sea level at this location.

The distance from the DWP street main to the property line is **51** feet

System maximum pressure should be used only for determining class of piping and fittings.

Residual Flow/Pressure Table for water system street main at this location

Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)
0	83				
1400	82				

These values are subject to change due to changes in system facilities or demands.

Notes: SAR approved for 6-inch fire service and 6-inch domestic combo at this location.

Meter Assembly Capacities

Domestic Meters	
1 inch =	56 gpm
1-1/2 inch =	96 gpm
2 inch =	160 gpm
3 inch =	220 gpm
4 inch =	400 gpm
6 inch =	700 gpm
8 inch =	1500 gpm
10 inch =	2500 gpm

Fire Service	
2 inch =	250 gpm
4 inch =	600 gpm
6 inch =	1400 gpm
8 inch =	2500 gpm
10 inch =	5000 gpm

FM Services	
8 inch =	2500 gpm
10 inch =	5000 gpm

This information will be sent to the Department of Building and Safety for plan checking.

This SAR is valid for one year from 11-02-22. Once the SAR expires, the applicant needs to re-apply and pay applicable processing fee.

For additional information contact the Water Distribution Services Section **CENTRAL (213) 367-1216**

CYNTHIA TAYLOR	**DAVID THI**	**122-192**
Prepared by	**Approved by**	**Water Service Map**

Appendix E

City of LA BOE Sewer Capacity Availability Request (SCAR)

319 Main Street
El Segundo, California 90245
t:213/239 9700

info@labibfunk.com
www.labibfunk.com

City of Los Angeles
Bureau of Engineering

Sewer Capacity Availability Request (SCAR)

To: Bureau of Sanitation
The following request is submitted to you on behalf of the applicant requesting to connect to the public sewer system. Please verify that the capacity exists at the requested location for the proposed developments shown below. The results are good for 180 days from the date the sewer capacity approval from the Bureau of Sanitation. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480. **If not listed in the Proposed Facility Description section of the SCAR, sewer ejector use is prohibited.**

Job Address:	**3022 S WESTERN AVE**	Sanitation Scar ID:	**70-6330-1022**
Date Submitted	10/25/2022	Request Will Serve Letter?	Yes
BOE District:	Central District		
Applicant:	Christian Braganza		
Address:	319 Main St	City :	El Segundo
State:	CA	Zip:	90245
Phone:	213-239-9700	Fax:	
Email:	christian.braganza@labibfunk.com	BPA No.	22010-10000-04597
S-Map:	S-536	Wye Map:	4306-11

SIMM Map - Maintenance Hole Locations

No.	Street Name	U/S MH	D/S MH	Diam. (in)	Approved Flow %	Notes
1	Western Ave	53603020	53603026	8	50.00	
2	Alley between Western Ave & Hobart Blvd	53603027	53603034	8	50.00	

Proposed Facility Description

No.	Proposed Use Description	Sewage Generation (GPD)	Unit	Qty	GPD
1	RESIDENTIAL: APT - BACHELOR	75	DU	59	4,425
2	RESIDENTIAL: APT - 1 BDRM. *6	110	DU	44	4,840
3	RESIDENTIAL: APT - 2 BDRMS *6	150	DU	11	1,650
4	COMMERCIAL USE	50	KGSF	5,000	250
				Proposed Total Flow (gpd):	**11,165**

Remarks: 1] Approved for the maximum allowable capacity of 11,165 GPD (7.75 gpm). 2] Discharge as indicated on flow %s.

Note: Results are good for 180 days from the date of approval by the Bureau of Sanitation

Date Processed: 10/31/2022 Expires On: 04/29/2023

Processed by: Albert Lew
Bureau of Sanitation
Phone: 323-342-6207
Sanitation Status: Approved
Reviewed by: Talar Galoustian
on 10/27/2022

Submitted by: Customer
Bureau of Engineering
Central District
Phone:

Scar Request Number: 4926

Appendix F

City of LA BOS Sewer Will-Serve Letter

319 Main Street
El Segundo, California 90245
t:213/239 9700

info@labibfunk.com
www.labibfunk.com

BOARD OF PUBLIC WORKS MEMBERS
AURA GARCIA
PRESIDENT
M. TERESA VILLEGAS
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VAHID KHORSAND
COMMISSIONER
SUSANA REYES
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DR. FERNANDO CAMPOS
EXECUTIVE OFFICER

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING

TED ALLEN, PE
CITY ENGINEER

1149 S BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

http://eng.lacity.org

10/31/2022

CHRISTIAN BRAGANZA
319 MAIN ST
EL SEGUNDO, CA, 90245

Dear Christian Braganza,

SEWER AVAILABILITY: 3022 S WESTERN AVE

The Bureau of Sanitation has reviewed your request of 10/25/2022 for sewer availability at **3022 S WESTERN AVE**. Based on their analysis, it has been determined on 10/31/2022 that there is capacity available to handle the anticipated discharge from your proposed project(s) as indicated in the attached copy of the Sewer Capacity Availability Request (SCAR) .

This determination is valid for 180 days from the date shown on the Sewer Capacity Availability request (SCAR) approved by the Bureau of Sanitation.

While there is hydraulic capacity available in the local sewer system at this time, availability of sewer treatment capacity will be determined at the Bureau of Engineering Public Counter upon presentation of this letter. A Sewer Connection Permit may also be obtained at the same counter provided treatment capacity is available at the time of application.

A Sewerage Facilities Charge is due on all new buildings constructed within the City. The amount of this charge will be determined when application is made for your building permit and the Bureau of Engineering has the opportunity to review the building plans. To facilitate this determination a preliminary set of plans should be submitted to Bureau of Engineering District Office, Public Counter.

Provision for a clean out structure and/or a sewer trap satisfactory to the Department of Building and Safety may be required as part of the sewer connection permit.

Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480. **If not listed in the Proposed Facility Description section of the SCAR, sewer ejector use is prohibited.**

Sincerely,

Customer

Central District, Bureau of Engineering

Appendix G

SoCalGas Will-Serve Letter

319 Main Street
El Segundo, California 90245
t:213/239 9700

info@labibfunk.com
www.labibfunk.com

701 N. Bullis Rd.
Compton, CA 90224-9099

December 1, 2022

Labib Funk + Associates

Attn: Christian Braganza

Subject: Will Serve - 3022 S Western Ave, Los Angeles, CA 90018

`

Thank you for inquiring about the availability of natural gas service for your project. We are pleased to inform you that Southern California Gas Company (SoCalGas) has facilities in the area where the above named project is being proposed. The service would be in accordance with SoCalGas' policies and extension rules on file with the California Public Utilities Commission (CPUC) at the time contractual arrangements are made.

This letter should not be considered a contractual commitment to serve the proposed project, and is only provided for informational purposes only. The availability of natural gas service is based upon natural gas supply conditions and is subject to changes in law or regulation. As a public utility, SoCalGas is under the jurisdiction of the Commission and certain federal regulatory agencies, and gas service will be provided in accordance with the rules and regulations in effect at the time service is provided. Natural gas service is also subject to environmental regulations, which could affect the construction of a main or service line extension (for example, if hazardous wastes were encountered in the process of installing the line). Applicable regulations will be determined once a contract with SoCalGas is executed.

If you need assistance choosing the appropriate gas equipment for your project, or would like to discuss the most effective applications of energy efficiency techniques, please contact our area Service Center at 800-427-2200.

Thank you again for choosing clean, reliable, and safe natural gas, your best energy value.

Sincerely,

J.Sum

Jason Sum
Planning Associate
SoCalGas - Compton HQ

Appendix D

Geotechnical Engineering Investigation

GeoConcepts INC
Geology - Geotechnical Engineering

PRELIMINARY GEOTECHNICAL ENGINEERING INVESTIGATION

Proposed Apartment Building

3022 South Western Ave,
Los Angeles, CA

for

GP, LLC a Delaware Limited Liability Company
4700 Wilshire Boulevard
Los Angeles, CA 90010

Project 22-02119

?

(818) 994-8895
www.GeoConceptsInc.com
14428 Hamlin St., Suite 200, Van Nuys, CA 91401 + 22601 Pacific Coast Highway, Suite 235, Malibu, CA 92065

PRELIMINARY GEOTECHNICAL ENGINEERING INVESTIGATION

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INTRODUCTION

This report presents the results of a Preliminary Geotechnical Engineering Investigation on a portion of the subject property. The purpose of this investigation has been to ascertain the subsurface conditions pertaining to the proposed project. The work performed for the project included reconnaissance mapping, description of earth materials, obtaining representative samples of earth materials, laboratory testing, engineering analyses, and preparation of this report. Results of the project include findings, conclusions, and appropriate recommendations.

SCOPE

The scope of this investigation included the following:

- Review of preliminary plans by NADEL.
- Review of two borings. Explorations were backfilled with the excavated materials but not compacted.
- Preparation of the enclosed Plot map and Cross Sections, (see Appendix I).
- Sampling of representative earth materials, laboratory testing, and engineering analyses (see Appendix II).
- Review of referenced materials and available public reports at the City of Los Angeles (see Appendix V).
- Presentation of findings, conclusions, and recommendations for the proposed project.

JRN Civil Engineers prepared the topographic base map utilized in this investigation. Preliminary building plans were prepared by NADEL and incorporated onto the base map for this investigation.

The scope of this investigation is limited to the project area explored as depicted on the Plot map and cross sections. This report has not been prepared for use by other parties or for purposes other than the proposed project. GeoConcepts, Inc. should be consulted to determine if additional work is required when our work is used by others or if the scope of the project has changed. If the project is delayed for more than one year, this office should be contacted to verify the current site conditions and to prepare an update report.

PROPOSED DEVELOPMENT

It is our understanding that the site will be developed with a five-story mixed use apartment building with one level of subgrade parking. Anticipated foundations will range from 6 to 8 kips per lineal foot and 200-300 kips for column foundations. The proposed development is depicted on the enclosed Plot map and Cross Sections.

No grading is proposed for the project. Final plans have not been prepared and await the conclusions and recommendations of this investigation. These plans should be reviewed by GeoConcepts, Inc. to ensure that our recommendations have been followed.

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SITE DESCRIPTION

Location and Description

Access to the property is via South Western Avenue from West Jefferson Boulevard (see Location Map in Appendix I). The site is developed with a one-story building, is vacant and generally unimproved.

The pad has a light dense growth of vegetation consisting of some grasses and shrubs.

Adjacent sites have been developed with a commercial building to the north, an alley to the west, a two story apartment building to the south, and Western Avenue to the west.

Drainage

Surface water at the site consists of direct precipitation onto the property. Much of this water drains as sheet flow down descending slopes to low-lying areas, offsite, and/or to the street. The building has not been provided with roof gutters and downspouts. Portions of the yard are serviced by an irrigation system. No area drains and/or subdrain outlet pipes were observed on the property.

Groundwater

No active surface groundwater seeps or springs were observed on the subject site. The subsurface exploration did not encounter groundwater to a depth of (75) feet. The depth to groundwater, when encountered in the explorations, is only valid for the date of exploration. Based on the Seismic Hazard Zone Report by the California Geological Survey (formerly Division of Mines and Geology), the depth to historical high groundwater level is about (28) feet below the surface. Seasonal fluctuations of groundwater levels may occur by varying amounts of rainfall, irrigation, and recharge.

FIELD EXPLORATION

The scope of the field exploration was developed based on the preliminary plans of the proposed development available at the time of the exploration and was limited to the area of the proposed development. The locations of the explorations are depicted on the Plot Map. The field exploration was limited by existing structures, hardscape, and/or underground utilities on the site.

The field exploration of the site was conducted on July 22nd, 2022. The geotechnical conditions were mapped by a representative of this office (refer to Exploration Logs). Subsurface exploration was performed by a drill rig excavation into the underlying earth materials. Explorations were excavated to a maximum depth of 75 feet. All explorations were backfilled and tamped upon completion of down-hole observation. However, some settlement within exploration areas should be anticipated.

Detailed descriptions of the earth materials encountered during the field exploration are provided in the Boring Logs in Appendix I.

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Undisturbed and bulk samples representative of the earth materials were obtained and transported to our laboratory. Undisturbed Modified California (MC) samples and Standard Penetration Test (SPT) samples were obtained within the explorations through the use of a thin-walled steel hand-held sampler with successive blows of a 140 pound drop hammer dropped thirty inches (30"). MC samples were retained in brass rings of two and one-half inches (2½") in diameter and one inch (1") in height. The samples were transported in moisture tight containers. The results of the laboratory testing and a summary of the test procedures are included within Appendix II.

SUMMARY OF FINDINGS

Previous Work

The subject property was graded and developed circa 1936 and prior to the City of Los Angeles Grading Ordinance. No geology and/or geotechnical reports were found on file at the City of Los Angeles, covering the construction of the site.

Stratigraphy

The site is underlain by Quaternary (Q) earth materials and artificial fill. The earth materials encountered on the subject property are briefly described below. Approximate depths and more detailed descriptions are given in the enclosed Exploration Logs (see Appendix I).

Artificial Fill (Af)

Artificial fill was encountered on the subject site. Fill was encountered in all of the borings with a thickness of (0.5) feet. No evidence of engineered keys or benches was observed. Fill generally consists of sand with occasional gravels that generally range between (1/4) and (3/4) inches in length.

Quaternary Alluvium (Qal)

Alluvial deposits occupy the site. Alluvium is weathered bedrock material and sediments that have been eroded from natural slopes and deposited in generally flat lying areas. Alluvium primarily consists of light to medium brown, moderately firm to firm, silty sand to sandy silt to coarse granular sands with occasional cobbles and boulders that generally range between (0.5) and (1.5) inches in length. These deposits were encountered within the two borings to the depth of the exploration.

Excavation Characteristics

Subsurface exploration was performed through the use of hand labor and hollow-stem drill rig excavating into generally fill and alluvium. Due to the nature of hollow stem drilling, observation of the caving potential of the soil is not possible. Excavation difficulty is considered normal within the earth materials encountered and should not be limited to consideration of rippability of the earth material. Cohesionless sandy material, although easy to remove, may be subject to sloughing and caving. Therefore, difficulty may be encountered maintaining an open excavation. Fine grained materials such as clays and silts may increase in density with depth due to overburden pressure. Thus, difficulty excavating into the material may increase with depth.

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Seismic Hazards

Earthquake Faults

The Alquist-Priolo Earthquake Fault Zoning (AP) Act was passed into law following the destructive February 9, 1971 San Fernando earthquake. The intent of the Act is to increase public safety by reducing the siting of most structures for human occupancy across an active fault. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The property is not located within an Alquist-Priolo Earthquake Fault Zone. The general locations of major faults within Southern California are depicted on a fault map provided by the USGS in Appendix I.

Holocene-Active Faults

The following active faults are capable of producing seismic waves (ground shaking) on the subject property. Recent publications have reclassified active faults as Holocene-active faults. A Holocene-active Fault as defined by Department of Conservation California Geological Survey (CGS) is one which has moved during the past 11,700 years. This age boundary is an absolute age (number of years before present) and is not a radiocarbon ^{14}C age determination, which requires calibration in order to derive an absolute age. The following faults are considered to be Holocene-active and therefore subject to the regulations under the AP Act.

The San Andreas Fault zone (13) is the dominant Holocene-active fault in California. Geologic studies show that over the past 1,400 to 1,500 years large earthquakes have occurred at about 150-year intervals on the southern San Andreas Fault. It consists of numerous subparallel faults of varied lengths in a zone generally 0.3 to 1.5 km wide in Southern California. The dip of the fault is near vertical and the sense of motion is right lateral. Historically, the 1857 Fort Tejon earthquake with an estimated magnitude of 7.9 ruptured the ground surface from the vicinity of Cholame (near Paso Robles) to somewhere between the Cajon Pass and San Gorgonio Pass (Wrightwood), approximately 200 miles. Studies of offset stream channels indicate that as much as (29) feet of movement occurred in 1857. The fault extends from the Gulf of California northward to the Cape Mendocino area where it continues along the ocean floor, approximately 750 miles in length.

The Northridge earthquake occurred on January 17, 1994, in the San Fernando Valley. The epicenter was about 1 mile south-southwest of Northridge at a focal depth of 12 miles. The surface wave magnitude was issued by the National Earthquake Information Center at Mw=6.7. This event occurred on a previously unrecognized south-dipping blind reverse fault without surface rupture. This earthquake produced the strongest ground motions ever instrumentally recorded in an urban setting in North America. Damage was wide-spread with sections of major freeways collapsed include some parking structures and office buildings. Common surface disruptions included buckled curbs and sidewalks, fissured concrete and asphalt, and rupture of utility lines which are generally aligned in northwest and east-west directions. Shattered ridges were reported along Mulholland Drive in the Sherman Oaks area, consisting of intense ground disturbances associated with strong vibratory ground motions within the north trending ridges underlain by shale of the Lower Modelo formation.

The Whittier-Elsinore fault zone (20) consists of several subparallel, overlapping and en echelon fault strands in a zone up to 1.2 km wide. It extends nearly 125 miles from the Mexican border to the northern edge of the San Fernando Valley. Seismicity includes the Whittier Narrows earthquake of October 1, 1987 with a magnitude of 5.9 and an epicenter in the city of

Rosemead. This earthquake occurred on a previously unknown and concealed thrust fault. There was no reported surface rupture from the earthquake. Also, numerous close and scattered small earthquakes have occurred in historic time near and along the fault.

The San Fernando fault (14) consists of five major en echelon strands at least 9.5 miles in length. The "San Fernando" earthquake of February 9, 1971 produced a magnitude of Mw 6.5 at a depth of 8.4 km along an east west trending reverse fault with a northerly dip. The length of the surface rupture was about 9.5 miles and ground shaking lasted for approximately 60 seconds. The earthquake ruptured the northwestern end of the Sierra Madre Fault zone forming the San Fernando Fault. Major damage included the Olive View and Veterans Administration Hospitals and collapse of freeway overpasses. Landslides occurred in the Upper Lake area of Van Norman Lakes. Additionally the Van Norman Dam and the Pacoima Dam were severely damaged.

The eastern portion of the Santa Susana fault (12) ruptured during the 1971 San Fernando Earthquake. The Santa Susana fault consists of several strands in a zone as wide as 1 km. It generally strikes from north 75 degrees west to north 50 degrees east and dips to the north. The fault is a high angle reverse fault. The fault appears to have been generated by northeast-southwest oriented compressional stress.

The Newport-Inglewood fault zone (7) consists of several strands that extend from offshore by Laguna Beach to either merge with or be truncated by the Malibu-Santa Monica fault zone near Beverly Hills. The fault has a length of about 45 miles. It was the source of the "Long Beach" earthquake, which occurred on March 10, 1933 with a magnitude of 6.3. Numerous small earthquakes have occurred in historic time along and near the fault zone. The fault zone is easily observed by an alignment of hills and mesas including Cheviot Hills, Baldwin Hills, Rosecrans Hills, Dominguez Hills, Signal Hill, Reservoir Hill, Alamitos Heights, Landing Hill, Bolsa Chica Mesa, and Newport Mesa.

In June 1995, two portions of the Malibu Coast fault zone (6) were reclassified as active fault zones by the State of California. On August 16, 2007, the fault zone near the east side of Malibu Bluff Park was removed from the State of California Earthquake Fault Zone map by the State of California. The east west trending Malibu Coast fault consists of several subparallel strands in a zone as wide as 0.5 km, with a length of at least 17 miles. It strikes east west and dips (45) to (80) degrees to the north. The Malibu Coast fault has the potential to produce a large Maximum Credible Peak and Repeatable Acceleration on the subject property. The duration of the Malibu Coast fault is estimated at (11) seconds assuming fault end nucleation and unidirectional rupture propagation, (Bolt, 1981). The Malibu Coast fault is thought to be part of other faults such as the Santa Monica fault and Hollywood fault that separate the Transverse Ranges on the north from the Peninsula Range on the south. Two Malibu Earthquakes occurred with Magnitudes of M_L 5.2 and M_L 5.0 on January 1, 1979 and January 18, 1989, respectively. It was reported that only minor damage occurred in the areas closest to the epicenter.

The Hollywood fault was officially designated as an earthquake zone in 2018 by the State of California Geological Survey. The subject site is about 4 miles south of the Alquist-Priolo Earthquake Fault Zone. Generally, the Hollywood fault extends eastward for a distance of 15 km through Beverly Hills, West Hollywood, and Hollywood to the Los Angeles River. The fault is primarily expressed at the ground surface by scarp-like features. This is a left–reverse fault with an estimated slip rate between 0.33 mm/yr and 0.75 mm/yr, and is capable of generating an earthquake of Mw 6.0 to 7.0 (Petersen and Wesnousky 1994) and (SCEC).

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The Raymond fault (10) is a combination fault with reverse and left slip movement that acts as a groundwater barrier within the densely populated San Gabriel Valley. The activity of the fault is attested to by the numerous geomorphic features found along its entire length of approximately 14 miles. Scattered small earthquakes have occurred north of the fault trace. It may be the source of the 1855 Los Angeles earthquake. The Raymond fault is an east-trending fault made up of other faults such as the Hollywood and Santa Monica faults that separate the Transverse Ranges on the north form the Peninsula Range on the south. The Raymond fault has a minimum slip rate of 0.1 to 0.2 mm per year, and is capable of generating an earthquake of Mw 6.0 to 7.0 (SCEC).

The Sierra Madre fault zone (17) is often divided into five main segments; Vasquez Creek fault, Clamshell fault, Sawpit Canyon fault, Duarte fault and the Cucamonga fault. The Sierra Madre earthquake of June 28, 1991 (Mw5.8) was in the San Gabriel Mountains. An estimated 33.5 million dollars of damage has been reported. The Sierra Madre fault zone is about 75 km long. It's a thrust fault system along the south edge of the San Gabriel Mountains. The east end of the Sierra Madre fault zone intersects the San Jacinto fault and the San Andreas Fault. The 1971 San Fernando earthquake occurred on the San Fernando-Sunland segment of the Sierra Madre fault zone.

The San Gabriel fault (15) consists of several en echelon fault strands in a zone approximately 0.5 km wide, with a length of about 90 miles. The fault trends northwestward and subparallel to the San Andreas Fault. As of March 1, 1988, a portion of the Newhall segment of the fault zone was reclassified as an active fault. Fault activity has been dated between 1550 and 3500 years before present within the Newhall segment. The youngest ground rupture event has broken alluvial beds to within five feet of the ground surface. Geologic evidence suggests 38 miles of right lateral offset has occurred between 14 million and 3 million years ago and may have functioned as an ancestral branch of the San Andreas Fault. Recent studies suggest that the major strike slip movement has become inactive and dip slip movement is active present.

Pre-Holocene Faults

Pre-Holocene faults are faults that have not moved in the past 11,700 years and thus do not meet the criteria of "Holocene-active fault" as defined in the A-P Act and State Mining and Geology Board (SMGB) regulations. This class of fault may be still capable of surface rupture, but is not regulated under the A-P Act. Depending on available site-specific and regional data such as proximity to other Holocene-active faults, average recurrence, variability in recurrence, the timing of the most recent surface rupturing earthquake, and case studies from other surface rupturing earthquakes, the project geologist may, but is not required to, recommend setbacks. Engineered solutions can also be considered by a licensed engineer operating within his or her field of practice. The following faults may be capable of producing seismic waves (ground shaking) on the subject property.

The Santa Monica fault (11) extends east from the coastline in Pacific Palisades through Santa Monica and West Los Angeles and merges with the Hollywood fault. The Santa Monica fault consists of one or more fault strands, with a poorly known geometry. Generally, the fault strikes northeast 60 to 80 degrees and dips 45 to 65 degrees northwest at depth with a few near vertical surface traces. The length of the fault is at least 25 miles. The composite local mechanism of fault displacement is a reverse left lateral along the Santa Monica-Hollywood-Raymond fault zone. The Santa Monica and Hollywood faults may be part of a larger fault system that includes Malibu Coast, Raymond and Cucamonga fault system. This fault zone

forms the central portion of a major tectonic boundary separating the east west trending Transverse Ranges province to the north from the northwest trending Peninsular Ranges province to the south.

The Benedict Canyon fault zone trends eastward through the Santa Monica Mountains. The fault may be part of the Hollywood-Santa Monica-Raymond fault system. The activity of the fault is based on offsets in groundwater bearing sediments that correlate with steep dipping gravity gradients. The fault extends through Universal City and along the north side of the eastern part of the Santa Monica Mountains.

The Simi fault (18) consists of a single strand that bifurcates at the western end. Generally, it strikes north 70-80 degrees east and dips 60 to 75 degrees north with a length of about 31-km.

The Mission Hills fault (5) is an east west trending fault with a length of about 9 km. The fault is presumed to be a single strand that strikes north 80 degrees east to east west and dips about 80 degrees to the north.

The Chatsworth fault (1) is a reverse fault which juxtaposes Cretaceous Chatsworth formation and Paleocene Martinez formation over Miocene Modelo formation within the San Fernando Valley.

The Palos Verdes Hills fault (9) consists of several en echelon strands locally in a zone as wide as 2 km with a length of 50 miles. It strikes north between 20 and 60 degrees west with dips of 70 degrees to the southwest.

Seismic Effects

During an earthquake there are several primary geologic hazards such as ground rupture, ground shaking, landslides, and liquefaction that can adversely affect property, structures, and improvements. On hillside properties, the potential exists for landsliding from ground shaking which may adversely affect property, structures, and improvements. Properties near and along the coastline may potentially be affected by inundation due to tsunamis generated from a seismic event. The State of California has prepared maps that detail areas which may require assessment for ground rupture, landsliding and/or liquefaction. Strong ground shaking is the primary hazard that causes damage from earthquakes and these areas have been zoned with a high level of seismic shaking hazard. The historical earthquake record in Southern California is less than 200 years; therefore, potential damage from a seismic event is not limited areas that have experienced damage in the past. Based on the above discussion, earthquake insurance with building code upgrades is suggested.

There are several Holocene-active and/or Pre-Holocene faults that could possibly affect the site within Los Angeles County. Although all of Southern California is within a seismically active region, some areas have a higher potential for seismic damage than others. The current scientific technology does not provide for accurate prediction of the time, location, or magnitude of an earthquake event.

It should be understood that the following discussion is an evaluation of risk and degree of potential damage to a structure if a fault were to rupture on or near the site and does not imply that a fault may or may not be present beneath the site. An assessment of damage to the structure is based on the Modified Mercalli Intensity Scale which is correlated to observed damage from seismic events. Intensity/damage associated with an earthquake is not directly correlated to magnitude. For a given magnitude of an earthquake, the intensity/damage to a

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structure may vary depending on the subsurface earth materials, type of fault rupture, hypocenter depth, and local building practices in effect during the construction of a structure.

An evaluation of the seismic effects on a property is designed to provide the client with rational and believable seismic data that could affect the property during the lifetime of the proposed improvements. The minimum design acceleration for a project is listed in the Building Code. It is recommended that the structural design of the proposed project be based on current design and acceleration practices of similar projects in the area. The project structural designer should review and verify all of the seismic design parameters prior to utilizing the information for the design.

Ground Rupture

Ground rupture is the result of movement from a Holocene-active fault. A fault is a fracture in the crust of the earth along which rocks on one side have moved relative to those on the other side. No known Holocene-active fault is mapped on the subject site.

Ground Shaking

Ground shaking caused by an earthquake is likely to occur at the site during the lifetime of the development due to the proximity of several Holocene-active and Pre-Holocene faults. Generally, on a regional scale, quantitative predictions of ground motion values are linked to peak acceleration and repeatable acceleration, which are a response to earthquake magnitudes relative to the fault distance from the subject property. Southern California major earthquakes are generally the result of large-scale earth processes in which the Pacific plate slides northwestward relative to the North American plate at about 2 inches/year.

The potential for lurching, surface manifestations, landslides, and topographic related features from ground/seismic shaking can occur almost anywhere in Southern California. Proper maintenance of properties can mitigate some of the potential for these types of manifestations, but the potential cannot be completely eliminated. Many structures were built before earthquake codes were adopted; others were built according to codes formulated when less was known about the intensity of near-fault shaking. Therefore, the margin of safety is difficult to quantify.

A publicly available computer program provided by the United States Geological Survey (USGS) was utilized for the probabilistic prediction of peak horizontal ground acceleration from digitized design maps of Maximum Considered Earthquake (MCE) ground response. A summary of the seismic design parameters is provided in Appendix III. The project structural designer should verify all of the input parameters and review all of the resulting seismic design parameters prior to utilizing the information for the design.

Tsunamis & Seiches

Properties located along the coastline have a potential for inundation from a tsunami. Tsunamis are ocean waves produced by sudden water displacement resulting generally from offshore earthquakes, large submarine landslides or submarine volcanic eruptions. Once generated, a tsunami can travel thousands of miles at high speeds up to 400 miles per hour. However, the topography of the sea floor and Channel Islands may minimize the risk of a large tsunami generated from a distant offshore earthquake impacting the Southern California coast.

The 1964 Alaskan Earthquake produced sea waves of less than four feet in the Los Angeles Harbor. The 1960 Chilean Earthquake produced sea waves of about five feet at Redondo Beach. Little data exists to evaluate the potential for a local tsunami generated off the coast of

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Southern California. Historically, two documented tsunamis have been generated off the coast of Southern California. The 1812 Santa Barbara Earthquake was reported to generate (10) to (12) foot high sea waves at Gaviota. The 1927 Point Arguello Ms 7.3 Earthquake produced run-up heights of (5) feet at Port San Luis.

The lower threshold for tsunami development is considered to be about a magnitude of M6.5. Offshore faults and the Santa Monica faults appear capable of producing a magnitude of M6.5 earthquake and conceivably producing a sea wave. In their 2003 study, Evaluation of Tsunami Risk to Southern California Coastal Cities, Legg et al modeled tsunami propagation and run-up from a potential M7 to M7.4 magnitude earthquake on the offshore Catalina fault near Santa Catalina Island. The report concluded that run-up heights along the coast of Southern California could be on the order of 2 to 4 meters. Their stated recurrence times are on the order of a few hundred years for a large earthquake on offshore faults.

Seiches are waves with low-energy within reservoirs, lakes, and bays that are generally produced by strong earthquake shaking. The proposed project is not located near a reservoir, lake, or bay; therefore, the potential for damage to the site from a seiche is considered nil.

Earthquake Induced Landslides

The State of California has prepared Seismic Hazard Zone Reports to regionally map areas of potential increased risk of permanent ground displacement based on historic occurrence of landslide movement, local topographic expression, and geological and geotechnical subsurface conditions. The maps may not identify all areas that have potential for earthquake-induced landsliding, strong ground shaking, or other earthquake-related geologic hazards. The subject site is not located within an earthquake-induced landslide hazard zone on the State of California Seismic Hazard Map.

The subject site is relatively flat with very little topography which precludes the potential for landslides and/or other hazards typically associated with hillside properties.

Liquefaction

The State of California has prepared Seismic Hazard Zone Reports to regionally map areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacement. The maps may not identify all areas that have potential for liquefaction, strong ground shaking, and other earthquake and geologic hazards. The subject site is located within a liquefaction hazard zone on the State of California Seismic Hazard Zone Map.

Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. The types of sediments most susceptible are clay-free deposits of sand and silts; occasionally gravel liquefies. Liquefaction can occur when seismic waves, primarily shear waves, pass through saturated granular layers distorting the granular structure, and causing loosely packed groups of particles to collapse. These collapses increase the pore-water pressure between grains if drainage cannot occur. If the pore-water pressure rises to a level approaching the weight of the overlying soil, the granular layer temporarily behaves as a viscous liquid rather than a solid.

In the liquefied condition, soil may deform with little shear resistance; deformations large enough to cause damage to buildings and other structures are called ground failures. The ease with which a soil can be liquefied depends primarily on the looseness of the material, the depth,

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thickness and areal extent of the liquefied layer, the ground slope and the distribution of loads applied by buildings and other structures.

Liquefaction induced ground deformations (detailed below) will have an effect on the proposed and existing development that can result in significant structural damage, collapse or partial collapse of a structure, especially if there is significant differential settlement or lateral spreading between adjacent structural elements. Even without collapse, significant settlement or lateral spreading could result in significant structural damage including, but not limited to, blocked doors and windows that could trap occupants.

To quantify the potential for liquefaction at the subject site one boring was drilled to test the soils and collect samples. Site liquefaction analysis of the soils underlying the subject site was performed using the computer program LiquefyPro by CivilTech Software. LiquefyPro is software that evaluates liquefaction potential and calculates the settlement of soil deposits due to seismic loads. The program is based on the most recent publications of the NCEER Workshop and SP117 Implementation. The program requires in-situ test data of the soils, laboratory soils data, and earthquake design input.

For the PGA corresponding to two-thirds of the PGA_m, seismic-induced liquefaction settlements shall be determined. The predominant earthquake magnitude may be obtained from the USGS Interactive Deaggregation web site: https://geohazards.usgs.gov/deaggint/2008/. A 10% probability of exceedance in 50 years (475-year return period) may be used (either modal or mean values may be used). Potential seismic-induced settlements shall be determined when the safety factor is less than 1.1.

For the PGA corresponding to the PGA_M, seismic induced liquefaction settlements shall be determined. The predominant earthquake magnitude may be obtained from the USGS Interactive Deaggregation web site: https://geohazards.usgs.gov/deaggint/2008/. A 2% probability of exceedance in 50 years (2475-year return period) shall be used (either modal or mean values may be used). Potential seismic-induced settlements shall be determined when the safety factor is less than 1.0. Deformations of any foundations shall be such that the foundations of the buildings or other structures do not lose their ability to carry gravity loads and that collapse of the building or other structures is prevented.

The following earthquake input parameters and groundwater conditions were adopted for the analysis.

Earthquake Magnitude	Peak Horizontal Ground Acceleration	Groundwater Level During Testing	Groundwater Level During Earthquake
6.66 (10% probability of exceedance in 50 years)	0.6 ($2/3*PGA_m$)	75 feet	25 feet
6.77 (2% probability of exceedance in 50 years)	0.9 (PGA_m)	75 feet	25 feet

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The results of the liquefaction analysis indicate a potential for liquefaction with the design earthquake input parameters. The following are the results of our liquefaction analysis:

PGA	Total Settlement (in)	Differential Settlement (in)
2/3*PGA_m	0.07	0.05
PGA_m	0.45	0.30

The liquefaction potential at the subject site is considered low. Therefore, conventional foundation design is considered appropriate for the proposed development.

Surface Manifestations

The determination of whether surface manifestation of liquefaction (such as sand boils, ground fissures etc.) will occur during earthquake shaking at a level-ground site can be made using the method outlined by Ishihara (1985). It is emphasized that settlement may occur, even with the absence of surface manifestation. Youd and Garris (1994 and 1995) evaluated the Ishihara method and concluded that the method is not appropriate for level ground sites subject to lateral spreading and/or ground oscillation.

Based upon the non-liquifiable nature of the soil on site, surface manifestations of liquefaction should not pose any significant hazard to the proposed development provided the recommendations contained within this report are followed and maintained.

Lateral Spreads

Whereas the potential for flow slides may exist at a building site, the degradation in undrained shear resistance arising from liquefaction may lead to limited lateral spreads (of the order of feet or less) induced by earthquake inertial loading. Such spreads can occur on gently sloping ground or where nearby drainage or stream channels can lead to static shear stress biases on essentially horizontal ground (Youd, 1995). At larger cyclic shear strains, the effects of dilation may significantly increase post liquefaction undrained shear resistance. However, incremental permanent deformations will still accumulate during portions of the earthquake load cycles when low residual resistance is available. Such low resistance will continue even while large permanent shear deformations accumulate through a ratcheting effect. Such effects have recently been demonstrated in centrifuge tests to study liquefaction induced lateral spreads, as described by Balakrishnan et al. (1998). Once earthquake loading has ceased, the effects of dilation under static loading can mitigate the potential for a flow slide.

It is clear from past earthquakes that damage to structures can be severe, if permanent ground displacements on the order of several feet occur. However, during the Northridge earthquake significant damage to building structures (floor slab and wall cracks) occurred with less than one (1) foot of lateral spread. The complexities of post-liquefaction behavior of soils noted above, coupled with the additional complexities of potential pore water pressure redistribution effects and the nature of earthquake loading on the sliding mass, lead to difficulties in providing specific guidelines for lateral spread evaluations.

Based upon the flat nature of the site and the dense nature of the soils, liquefaction lateral spreads should not pose any significant hazard to the proposed development.

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Seismically Induced Settlements

Seismic settlement occurs when cohesionless soils densify as result of ground shaking. Typically seismically induced settlement is greatest in loose cohesionless sands. Lee and Albaisa (1974) and Yoshimi (1975) studied the volumetric strains (or settlements) in saturated sands due to dissipation of excess pore pressures generated in saturated granular soils by the cyclic ground motions. The volumetric strain, in the absence of lateral flow or spreading, results in settlement. Liquefaction-induced settlement could result in collapse or partial collapse of a structure, especially if there is significant differential settlement between adjacent structural elements. Even without collapse, significant settlement could result in blocked doors and windows that could trap occupants.

The soils encountered at the subject site consist of dense silty sand and sand. Based upon the liquefaction analysis, liquefaction induced settlement is estimated to be 0.07 inch and differential settlement of 0.05 inch.

CONCLUSIONS

1. Based on the results of this investigation and a thorough review of the proposed development, as discussed, the project is suitable for the intended use providing the following recommendations are incorporated into the design and subsequent construction of the project. Also, the development must be performed in an acceptable manner conforming to building code requirements of the controlling governing agency.

2. Based on the State of California Seismic Hazard Maps, the subject site is located within a liquefaction zone. Based upon the liquefaction analysis, liquefaction induced settlement is estimated to be 0.07 inch and differential settlement of 0.05 inch.

3. Based on the State of California Seismic Hazard Maps, the subject site is not located within an earthquake-induced landslide hazard zone.

4. The SITE CLASS based on California Building Code is D.

5. Based upon field observations, laboratory testing and analysis, the alluvium found in the exploration borings should possess sufficient strength to support the proposed development.

RECOMMENDATIONS

Specific

1. The proposed five-story apartment building with one level of subgrade parking should be supported on foundations embedded into alluvium at subgrade depth. Foundations should be designed as outlined the Foundations section below.
2. The soils chemistry results should be incorporated into the design of the proposed project.
3. The property owner shall maintain the site as outlined in the Drainage and Maintenance Section.

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Drainage and Maintenance

Maintenance of properties must be performed to minimize the chance of serious damage and/or instability to improvements. Most problems are associated with or triggered by water. Therefore, a comprehensive drainage system should be designed and incorporated into the final plans. In addition, pad areas should be maintained and planted in a way that will allow this drainage system to function as intended. The property owner shall be fully responsible for dampness or water accumulation caused by alteration in grading, irrigation or installation of improper drainage system, and failure to maintain drain systems. The following are specific drainage, maintenance, and landscaping recommendations. Reductions in these recommendations will reduce their effectiveness and may lead to damage and/or instability to the improvements. It is the responsibility of the property owner to ensure that improvements, structures and drainage devices are maintained in accordance with the following recommendations and the requirements of all applicable government agencies.

Drainage

Positive pad drainage should be incorporated into the final plans. The pad should slope away from the footings at a minimum five percent slope for a horizontal distance of ten feet. In areas where there is insufficient space for the recommended ten foot horizontal distance concrete or other impermeable surface should be provided for a minimum of three feet adjacent the structure. Pad drainage should be at a minimum of two percent slope where water flow over lawn or other planted areas. Drainage swales should be provided with area drains about every fifteen feet. Area drains should be provided in the rear and side yards to collect drainage. All drainage from the pad should be directed so that water does not pond adjacent to the foundations or flow toward them. Roof gutters and downspouts are required for the proposed structures and should be connected into a buried area drain system. All drainage from the site should be collected and directed via non-erosive devices to a location approved by the building official. Area drains, subdrains, weep holes, roof gutters and downspouts should be inspected periodically to ensure that they are not clogged with debris or damaged. If they are clogged or damaged, they should be cleaned out or repaired.

Landscaping (Planting)

The property owner is advised not to develop planter areas between patios, sidewalk and structures. Planters placed immediately adjacent to the structures are not recommended. If planters are proposed immediately adjacent to structures, impervious above-grade or below-grade planter boxes with solid bottoms and drainage pipes away from the structure are suggested. All slopes should be maintained with a dense growth of plants, ground-covering vegetation, shrubs and trees that possess dense, deep root structures and require a minimum of irrigation. Plants surrounding the development should be of a variety that requires a minimum of watering. It is recommended that a landscape architect be consulted regarding planting adjacent to improvements. It will be the responsibility of the property owner to maintain the planting. Alterations of planting schemes should be reviewed by the landscape architect.

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Irrigation

An adequate irrigation system is required to sustain landscaping. Over-watering resulting in runoff and/or ground saturation must be avoided. Irrigation systems must be adjusted to account for natural rainfall conditions. Any leaks or defective sprinklers must be repaired immediately. To mitigate erosion and saturation, automatic sprinkling systems must be adjusted for rainy seasons. A landscape architect should be consulted to determine the best times for landscape watering and the proper usage.

Pools/Plumbing

Leakage from a swimming pool or plumbing can produce a perched groundwater condition that may cause instability or damage to improvements. Therefore, all plumbing should be leak-free.

Grading and Earthwork

Proposed grading will consist of subgrade wall excavations, subgrade wall backfill, and foundation excavations.

Foundations

It is recommended that the proposed five-story apartment building with the one level of subgrade parking be founded into alluvium at subgrade depth.

The minimum continuous footing size is (24) inches wide and (24) inches deep into the alluvium, measured from the lowest adjacent grade. Continuous footings may be proportioned, using a bearing value of (2500) pounds per square foot. Column footings placed into the alluvium may be proportioned, using a bearing value of (3000) pounds per square foot, and should be a minimum of (2) feet in width and (24) inches deep, below the lowest adjacent grade.

All continuous footings shall be reinforced with a minimum of (4) #(5) bars, two placed near the top and two near the bottom. Reinforcing recommendations are minimums and may be revised by the structural engineer.

The bearing values given above are net bearing values; the weight of concrete below grade may be neglected. These bearing values may be increased by one-third (1/3) for temporary loads, such as, wind and seismic forces.

Lateral loads may be resisted by friction at the base of the foundations and by passive resistance within the alluvium. A coefficient of friction of (0.4) may be used between the foundations and the alluvium. The passive resistance may be assumed to act as a fluid with a density of (300) pounds per square foot, with a maximum earth pressure of (3000) pounds per square foot. When combining passive and friction for resistance of lateral loads, the passive component should be reduced by one-third.

All footing excavation depths will be measured from the lowest adjacent grade of recommended bearing material. Footing depths will not be measured from any proposed elevations or grades. Any foundation excavations that are not the recommended depth into the recommended bearing materials will not be acceptable to this office.

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Settlement

Settlement of the proposed five-story apartment building will occur. Settlement of (1/8) to (1/4) inches between walls, within 20 feet or less, of each other, and under similar loading conditions, are considered normal. Total settlement on the order of (1/2) inches should be anticipated.

Excavations

Excavations ranging in vertical height up to 15 feet will be required for the subgrade wall excavations. Conventional excavation equipment may be used to make these excavations. Excavations should expose alluvium. These soils are suitable for vertical excavations up to five feet. This should be verified by the project geotechnical engineer during construction so that modifications can be made if variations in the soil occur.

Temporary Shoring

The following information on the design and installation of the shoring is as complete as possible at this time. It is suggested that a review of the final shoring plans and specifications be made by this office prior to bidding or negotiating with a shoring contractor be made.

One method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. The soldier piles may be designed as cantilevers or laterally braced utilizing drilled tie-back anchors or raker braces.

Soldier Piles

Drilled cast-in-place soldier piles should be placed no closer than 2 diameters on center. The minimum diameter of the piles is 18 inches. Structural concrete should be used for the soldier piles below the excavation; lean-mix concrete may be employed above that level. As an alternative, lean-mix concrete may be used throughout the pile where the reinforcing consists of a wideflange section. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wideflange section to the earth materials. For design purposes, an allowable passive value for the earth materials below the bottom plane of excavation, may be assumed to be 500 pounds per square foot per foot. To develop the full lateral value, provisions should be implemented to assure firm contact between the soldier piles and the undisturbed earth materials.

Casing may be required should caving be experienced in the saturated earth materials. If casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than 5 feet.

A special concrete mix should be used for concrete to be placed below water. The design shall provide for concrete with a strength of 1,000 psi over the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste shall be included. The slump shall be commensurate to any research report for the admixture, provided that it shall also be the minimum for a reasonable consistency for placing when water is present.

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Lagging

Due to the low cohesion nature of the soil and fill materials, it is anticipated that lagging will be required for the soil and fill. To develop the full lateral support, provisions should be implemented to assure firm contact between the lagging and the undisturbed earth materials. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the lagging to the earth materials. It is recommended that the lagging and slurry backfill be installed the same day as excavation.

Soldier piles and anchors should be designed for the full anticipated pressures. Due to arching in the earth materials, 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 pounds per square foot.

Lateral Pressures

A triangular distribution of lateral earth pressure should be utilized for the design of cantilevered shoring system. A trapezoidal distribution of lateral earth pressure would be appropriate where shoring is to be restrained at the top by bracing or tie backs. Equivalent fluid pressures for the design of cantilevered and restrained shoring are presented in the following table:

Shoring Height (ft)	Cantilever Shoring System Equivalent Fluid Pressure (pcf) Triangular Distribution of Pressure	Restrained Shoring System Lateral Earth Pressure (psf)* Trapezoidal Distribution of Pressure
15 feet	36 pcf	24H psf

*Where H is the height of the shoring in feet.

Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressures should be applied where the shoring will be surcharged by adjacent traffic or structures.

Tied-Back Anchors

Tie-back anchors may be used to resist lateral loads. Friction anchors consisting of high stress thread bars 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.

Drilled friction anchors may be designed for a skin friction of 300 pounds per square foot. Pressure grouted anchor may be designed for a skin friction of 2,000 pounds per square foot. Where belled anchors are utilized, the capacity of belled anchors may be designed by assuming the diameter of the bonded zone is equivalent to the diameter of the bell. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. Anchors should be placed at least 6 feet on center to be considered isolated.

It is recommended that at least 3 of the initial anchors have their capacities tested to 200 percent of their design capacities for a 24-hour period to verify their design capacity. The total

deflection during 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.

All anchors should be tested to at least 150 percent of design load. The total deflection during this test should not exceed 12 inches. The rate of creep under the 150 percent test load should not exceed 0.1 inch over a 15 minute period in order for the anchor to be approved for the design loading.

After a satisfactory test, each anchor should be locked-off at the design load. This should be verified by rechecking the load in the anchor. The load should be within 10 percent of the design load. Where satisfactory tests are not attained, the anchor diameter and/or length should be increased or additional anchors be installed until satisfactory test results are obtained. The installation and testing of the anchors should be observed by a representative of this firm. Minor caving during drilling of the anchors should be anticipated.

Raker Braces

The proposed soldier piles may be laterally supported by raker braces supported by temporary footings, or dead-men. Temporary footings inclined at an angle of 45 degrees to the horizontal may be designed for an allowable bearing value of 1500 psf. To utilize this allowable bearing pressure, the inclined footings should be a minimum of 24 inches in width, and should be embedded a minimum of 24 inches below the lowest adjacent grade. An increase of 300 pounds per square foot may be utilized for each additional foot of width.

Deflection

It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized that some deflection will occur. The maximum deflection shall not exceed one-half inch (1/2) inch at the top of the shored embankment where a structure is within 1:1 (h:v) 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 (h:v) plane projected up from the base of excavation. It is estimated that the deflection could be on the order of one half inch at the top of the shored embankment. If greater deflection occurs during construction, additional bracing may be necessary to minimize settlement of adjacent buildings and utilities in adjacent streets and alleys. If desired to reduce the deflection, a greater active pressure could be used in the shoring design. Where internal bracing is used, the rakers should be tightly wedged to minimize deflection. The proper installation of the raker braces and the wedging will be critical to the performance of the shoring.

Monitoring

Because of the depth of the excavation, some mean of monitoring the performance of the shoring system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected soldier piles. Also, some means of periodically checking the load on selected anchors will be necessary, where applicable.

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Shoring Observations

It is critical that the installation of shoring is observed by a representative of this office. Many building officials require that shoring installation should be performed during the continuous observations of the geotechnical engineer. The observations are made so that modifications of the recommendations can be made if variations in the earth material or groundwater conditions occur. Also the observations will allow for a report to be prepared on the installation of shoring for the use of the local building official.

Excavations Maintenance – Erosion Control

The following recommendations should be considered a part of the excavation/erosion control plan for the subject site and are intended to supplement, but not supersede nor limit the erosion control plans produced by the Project Civil Engineer and/or Qualified SWPPP Developer. These recommendations should be implemented during periods required by the Building Code (typically between the months of October and April) or at any time of the year prior to a predicted rain event. Consideration should also be given to potential local sources of water/runoff such as existing drainage pipes or irrigation systems that remain in operation during construction activities.

Open Excavations:

All open excavations shall be protected from inclement weather, including areas above and at the toe of the excavation. This is required to keep the excavations from becoming saturated. Saturation of the excavation may result in a relaxation of the soils which may result in failures. Water/runoff should be diverted away from the excavation and not be allowed to flow over the excavation in a concentrated manner.

Open Trenches/Foundation Excavations:

No water should be allowed to pond adjacent to or flow into open trenches. All open trenches shall be covered with plastic sheeting that is anchored with sandbags. Areas around the trenches should be sloped away from the trenches to prevent water runoff from flowing into or ponding adjacent to the trenches.

After the inclement weather has ceased, the excavations shall be reviewed by the project geotechnical engineer and geologist for safety prior to recommencement of work. Foundation excavations that remain open during inclement weather shall be reviewed by the project geotechnical engineer and geologist prior to the placement of steel and concrete to ensure that proper embedment and contact with the bearing material have been maintained.

Grading In Progress:

During the inclement time of the year, or during periods prior to the onset of rain, all fill that has been spread and is awaiting compaction shall be compacted before stopping work for the day or before stopping work because of inclement weather. These fills, once compacted, shall have the surface sloped to drain to one area where water may be removed.

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Additionally, it is suggested that all stock-piled fill materials be covered with plastic sheeting. This action will reduce the potential for the moisture content of the fill from becoming too high for compaction. If the fill stockpile is not covered during inclement weather, then aerating the fill to reduce the moisture content would be required. This action is generally very time consuming and may result in construction delays.

Work may recommence, after the rain event, once the site has been reviewed by the project geotechnical engineer.

Retaining Walls

Retaining walls should be designed to resist an active earth pressure such as that exerted by compacted backfill. Retaining walls up to (15) feet in height may be designed per the following table. The 'active' pressure assumes that the wall will be allowed to deflect 0.01H to 0.02H. Basement walls and other walls where horizontal movement is restricted at the top or not allowed to deflect shall be designed for at-rest pressure.

Surface Slope of Retained Material Horizontal to Vertical	Active Equivalent Fluid Weight p.c.f.	At-Rest Pressure Fluid Weight p.c.f.
Level	50	65

In addition to lateral earth pressure, these retaining walls should be designed to resist the surcharge imposed by the proposed structures, footings, any adjacent buildings, or by adjacent traffic surcharge, per the attached figures 11 and 12 obtained from the Naval Facilities Engineering Command, Design Manual 7.02 (Foundation and Earth Structures, pages 74 & 75).

The wall pressure stated assumes that the wall has been backfilled as outlined below with a permanent drainage system. Proper compaction of the backfill is recommended to provide lateral support to adjacent properties. Even with proper compaction of required backfill, settlement of the backfill may occur. Accordingly, utility lines, footings, slabs, or falsework should be planned and designed to accommodate potential settlement.

Walls to be backfilled must be reviewed by the project Geotechnical Engineer prior to commencement of the backfilling operation.

1. Adequate permanent drainage is required behind the wall to minimize the buildup of hydrostatic pressures. A perforated pipe, with perforations placed down, shall be installed at the base of the wall footing. The pipe shall be encased in at least one foot (1') of three-quarter inch (3/4") gravel. The pipe shall exit from behind the retaining wall and drain to a location approved by the architect or civil engineer.

   As an alternative to the perforated pipe system, the drainage system may consist of rock pockets. The rock pockets should consist of a 1'x1'x1' of ¾" gravel spaced at a maximum of 8' on center. The weep hole pipe through the wall at each rock pocket should be a minimum 4" diameter. Where space does not permit a 1'x1'x1' gravel pocket (such as where space behind the wall is less than 12") the thickness of the gravel pocket may be reduced to

minimum of 4” provided that H’xW’X4”>1 cubic foot. A request for modification may be required by the City of Los Angeles for gravel pockets with the reduced thickness.

If a drainage system is not provided the walls should be designed to resist an external hydrostatic pressure due to water in addition to the lateral earth pressure in Retaining Wall section. The entire wall should be design for full hydrostatic pressure based on a water level at the ground surface. In addition, floors would need to be designed for hydrostatic uplift and waterproofed.

2. A continuous vertical drain, consisting of a gravel blanket six inches (6") thick or geotextile vertical drainage system, shall be placed along the back side of the wall to within 2 feet of the ground surface.
3. Water and moisture affecting retaining walls is a common post-construction complaint. Poorly applied or omitted waterproofing can lead to standing water inside the building or efflorescence on the wall.

   It is recommended that the retaining walls be waterproofed. Waterproofing design and inspection of installation is not the responsibility of the geotechnical engineer. GeoConcepts, Inc. does not practice in the field of water and moisture vapor transmission evaluation/mitigation. Therefore, we recommend that a qualified person/firm be engaged/consulted to evaluate the general and specific water and moisture vapor transmission paths and any impact on the proposed development. This person/firm should provide recommendations for mitigation of potential adverse impact of water and moisture vapor transmission on various components of the structure as deemed necessary. The actual waterproofing design shall be provided by the architect, structural engineer or contractor with experience in waterproofing.
4. After the wall backdrain system has been placed and the waterproofing installed, fill may be placed, if sufficient room allows, in layers not exceeding four inches (4") in thickness and compacted to 90 percent of the maximum density, as determined by ASTM D 1557. Where cohesionless soil having less than (15) percent finer than (0.005) millimeters is used for fill, the fill material shall be compacted to a minimum of (95) percent of the maximum dry density.
5. Where space does not permit compaction of material behind the wall (<24 inches wide), a granular backfill shall be used. This granular backfill shall consist of one-half inch (1/2") to three-quarter inch (3/4") crushed rock and should be densified by tamping into place. The crushed rock backfill should not exceed a depth of ten feet.
6. All granular free-draining wall backfills shall be capped with a clayey compacted soil within the upper two feet (2') of the wall backfill. This compacted material should start below the required wall freeboard.

Lateral Earth Pressure Due to Earth Motion

Retaining walls should be designed to resist an active earth pressure due to earth motion, if required by the building official, distributed as a triangle pressure. Retaining walls up to (15) feet in height may be designed per the following table. The seismic equivalent fluid pressure is in addition to static earth pressures.

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The seismic loading is based on a horizontal acceleration coefficient of ½ of 2/3 PGA_M = 0.3.

Surface Slope of Retained Material Horizontal to Vertical	Seismically Induced Earth Pressure - Equivalent Fluid Weight (p.c.f.)
Level	10

Slabs on Grade

Slabs on grade should be reinforced with minimum #4 reinforcing bars, placed at (16) inches on center each way and supported on alluvium. Provisions for cracks should be incorporated into the design and construction of the foundation system, slabs, and proposed floor coverings. Concrete slabs should have sufficient control joints spaced at a maximum of approximately 8 feet.
It is recommended that a vapor retarder/waterproofing be placed below the concrete slab on grade. Vapor/moisture transmission through slabs does occur and can impact various components of the structure.

Vapor retarder/waterproofing design and inspection of installation is not the responsibility of the geotechnical engineer (most often the responsibility of the architect). GeoConcepts, Inc. does not practice in the field of water and moisture vapor transmission evaluation/mitigation. Therefore, we recommend that a qualified person/firm be engaged/consulted to evaluate the general and specific water and moisture vapor transmission paths and any impact on the proposed development. This person/firm should provide recommendations for mitigation of potential adverse impact of water and moisture vapor transmission on various components of the structure as deemed necessary. The actual waterproofing design shall be provided by the architect, structural engineer or contractor with experience in waterproofing

In order to promote good building practices and alert the rest of the design/construction team of some of the appropriate standards and expert recommendations pertaining to vapor barriers/retarders, the waterproofing designer should consider recommending and citing specific performance characteristics. The following paragraph includes some of the standards and expert recommendations and should be considered for use waterproofing designer own recommendations:

Vapor barrier shall consist of a minimum 15 mil extruded polyolefin plastic (no recycled content or woven materials permitted). Permeance as tested before and after mandatory conditions (ASTM E 1745 Section 7.1 and Sub-Paragraph 7.1.1-7.1.5): less than 0.01 perms [grains/(ft^2-hr-inHg)] and comply with the ASTM E 1745 Class A requirements. Install vapor barrier according to ASTM E1643, including proper perimeter seal. Basis of design: Stego Wrap Vapor Barrier 15 mil and Stego Crete Claw Tape (perimeter seal tape). Approved Alternatives: Vaporguard by Reef Industries, Sundance 15 mil Vapor Barrier by Sundance Inc.

Decking

Exterior decking slabs on grade should be reinforced with minimum #4 reinforcing bars, placed at (16) inches on center each way and supported on alluvium. Provisions for cracks should be incorporated into the design and construction of the decking. Concrete slabs should have sufficient control joints spaced at a maximum of approximately 8 feet. Decking planned adjacent to lawns, planters or adjacent to descending slopes should be provided with a 12-inch thickened edge. The deck reinforcement should be bent down into the edge. These recommendations are considered minimums unless superseded by the project structural engineer.

REVIEWS

Plan Review and Plan Notes

The final grading, building, and/or structural plans shall be reviewed and approved by the consultants to ensure that all recommendations are incorporated into the design or shown as notes on the plan.

The final plans should reflect the following:

1. The Preliminary Geotechnical Engineering Investigation by GeoConcepts, Inc. is a part of the plans.

2. Plans must be reviewed and signed by GeoConcepts, Inc.

3. The project geotechnical engineer must review all grading.

4. The project geotechnical engineer shall review all foundations.

Construction Review

Reviews will be required to verify all geotechnical work. It is required that all footing excavations, seepage pits, and grading be reviewed by this office. This office should be notified at least **two working days** in advance of any field reviews so that staff personnel may be made available.

The property owner should take an active role in project safety by assigning responsibility and authority to individuals qualified in appropriate construction safety principles and practices. Generally, site safety should be assigned to the general contractor or construction manager that is in control of the site and has the required expertise, which includes but not limited to construction means, methods and safety precautions.

LIMITATIONS

General

This report is intended to be used only in its entirety. No portion or section of the report, by itself, is designed to completely represent any aspect of the project described herein. If any

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reader requires additional information or has questions regarding this report, GeoConcepts, Inc. should be contacted.

Subsurface conditions were interpreted on the basis of our field explorations and past experience. Although, between exploratory excavations, subsurface earth materials may vary in type, strength and many other properties from those interpreted. The findings, conclusions and recommendations presented herein are for the soil conditions encountered in the specific locations. Earth materials and conditions immediately adjacent to, or beneath those observed may have different characteristics, such as, earth type, physical properties and strength. Other soil conditions due to non-uniformity of the soil conditions or manmade alterations may be revealed during construction. If subsurface conditions differ from those encountered in the described exploration, this office should be advised immediately so that further recommendations may be made if required. If it is desired to minimize the possibility of such changes, additional explorations and testing can/should be performed.

Findings, conclusions and recommendations presented herein are based on experience and background. Therefore, findings, conclusions and recommendations are professional opinions and are not meant to indicate a control of nature.

This preliminary report provides information regarding the findings on the subject property. It is not designed to provide a guarantee that the site will be free of hazards in the future, such as but not limited to, landslides, slippage, liquefaction, expansive soils, differential settlement, debris flows, seepage, concentrated drainage or flooding. It may not be possible to eliminate all hazards, but homeowners must maintain their property and improve deficiencies to minimize these hazards.

This report may not be copied. If you wish to purchase additional copies, you may order them from this office.

CONSTRUCTION NOTICE

Construction can be challenging. GeoConcepts, Inc. has provided this report to advise you of the general site conditions, geotechnical feasibility of the proposed project, and overall site stability. It must be understood that the professional opinions provided herein are based upon subsurface data, laboratory testing, analyses, and interpretation thereof. Recommendations contained herein are based upon surface reconnaissance and minimum subsurface explorations deemed suitable by your consultants.

Although quantities for foundation concrete and steel may be estimated based on the findings provided in this report, provision should be made for possible changes in quantities during construction. If it is desired to minimize the possibility of such changes, additional exploration and testing should be considered. However, you must be aware that depths and magnitudes will most likely vary between explorations given in the report.

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We appreciate the opportunity of serving you on this project. If you have any questions concerning this report, please contact the undersigned.

Respectfully submitted,
GEOCONCEPTS, INC.

Raffi Dermendjian
Project Engineer
PE C. 88261
RD/HU: 22-02119-1

Distribution: (3) Addressee

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APPENDIX I

SITE INFORMATION

Location Map
Groundwater Map
Regional Geologic Map
USGS Fault Map
Earthquake Zone Map

Plot Map
Cross Sections

Field Exploration
Borings 1 through 2

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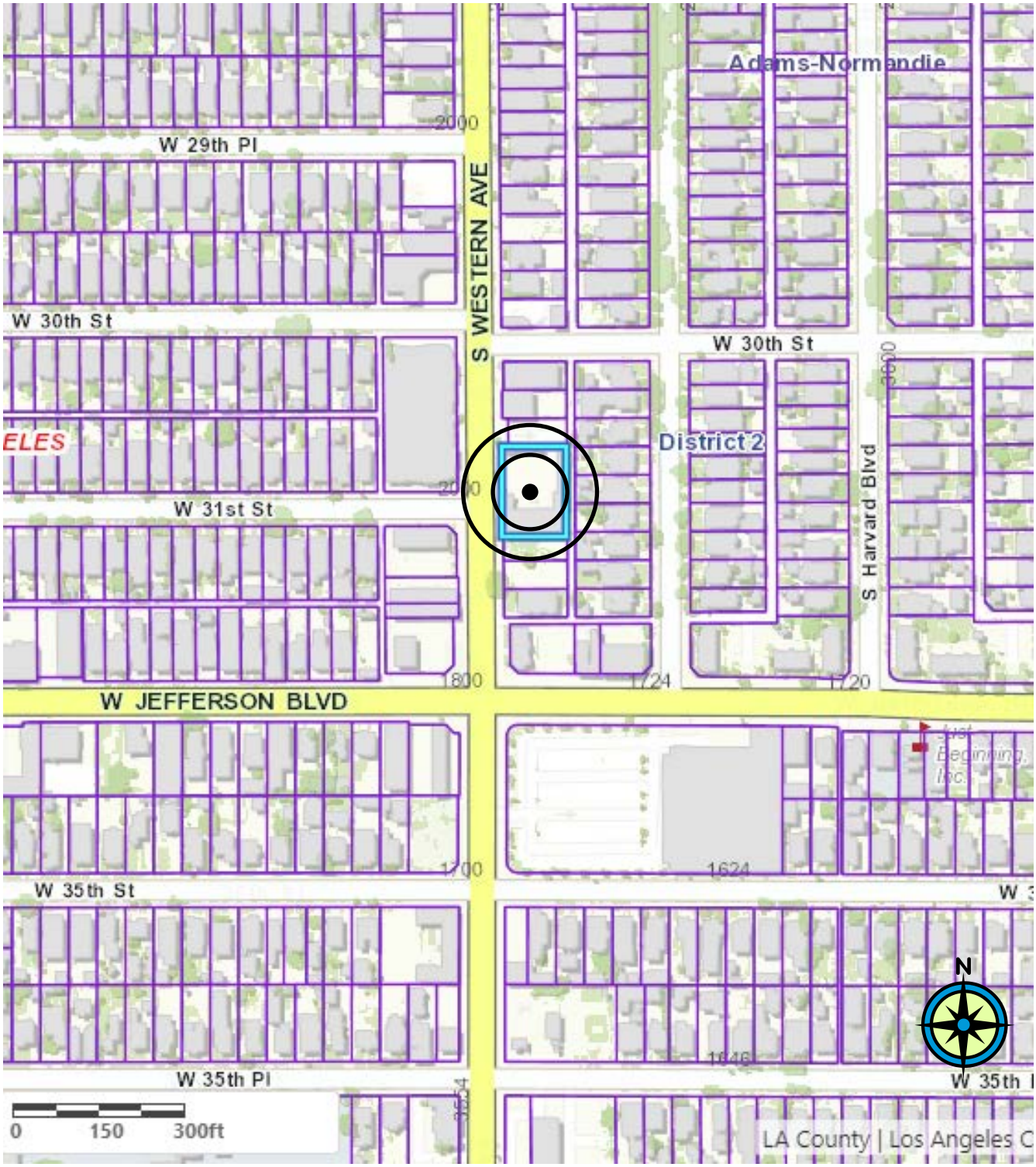
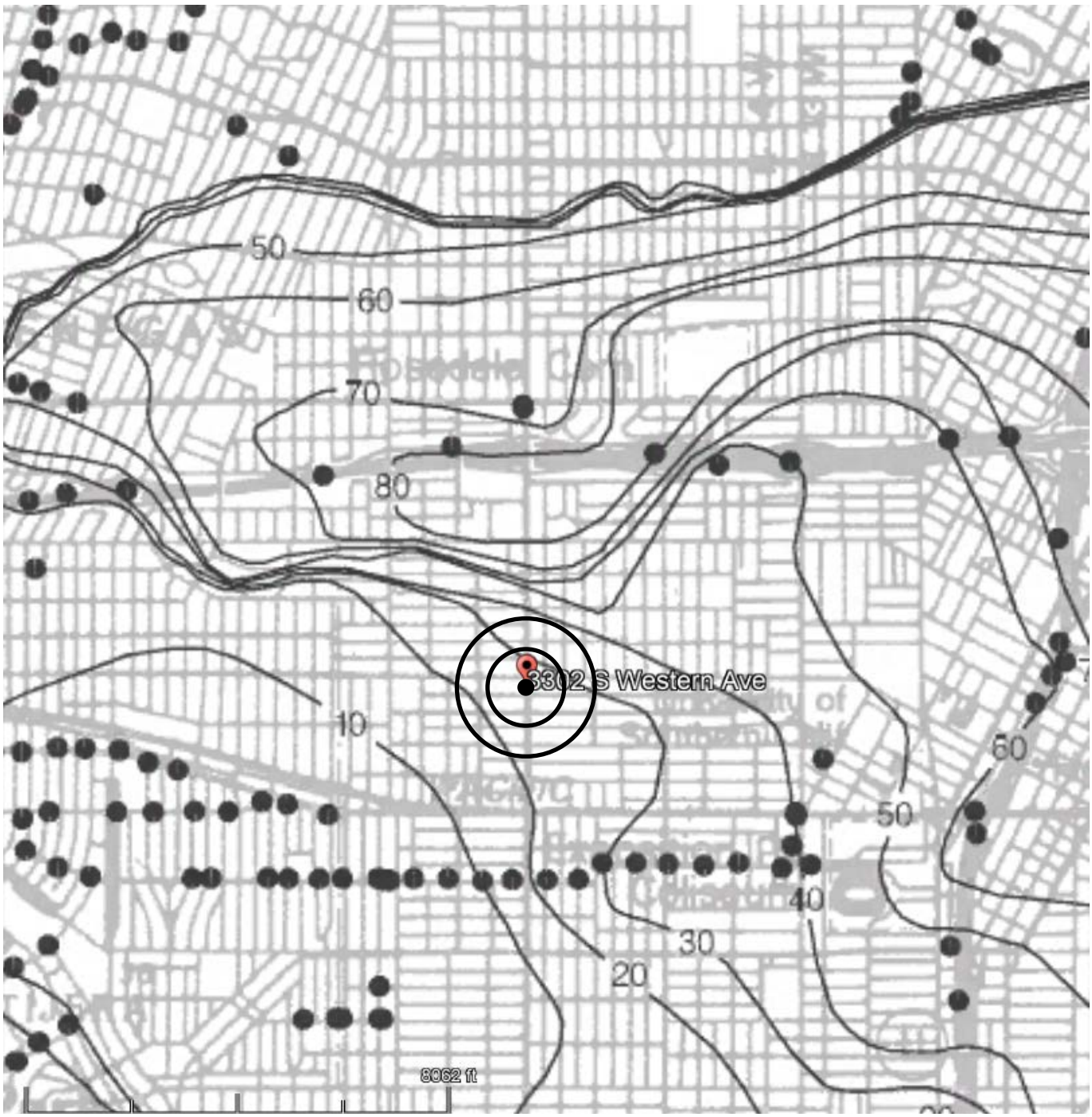
LOCATION MAP



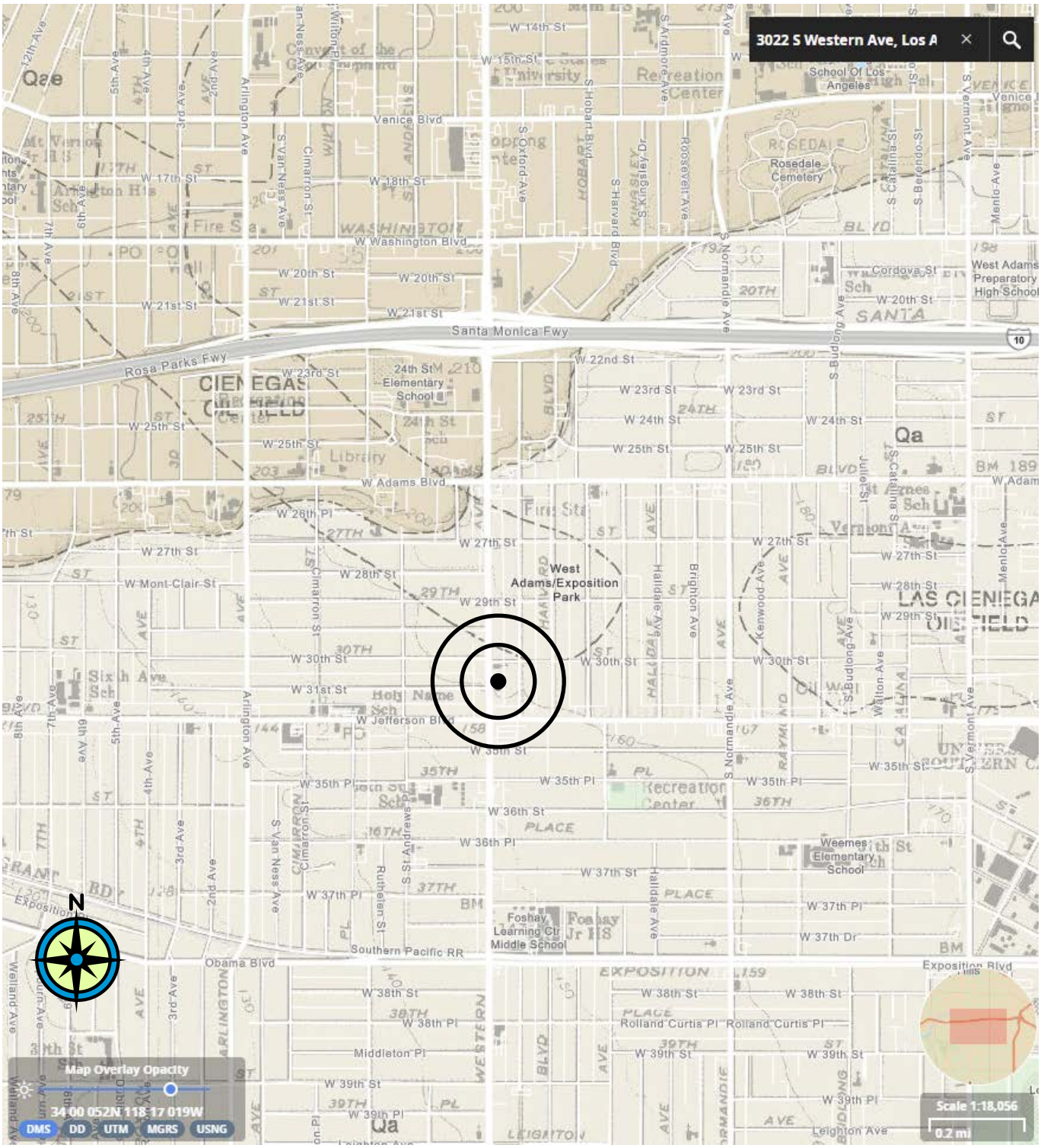
Reference:	GIS-NET Public https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public	Scale: As Shown

GROUNDWATER MAP



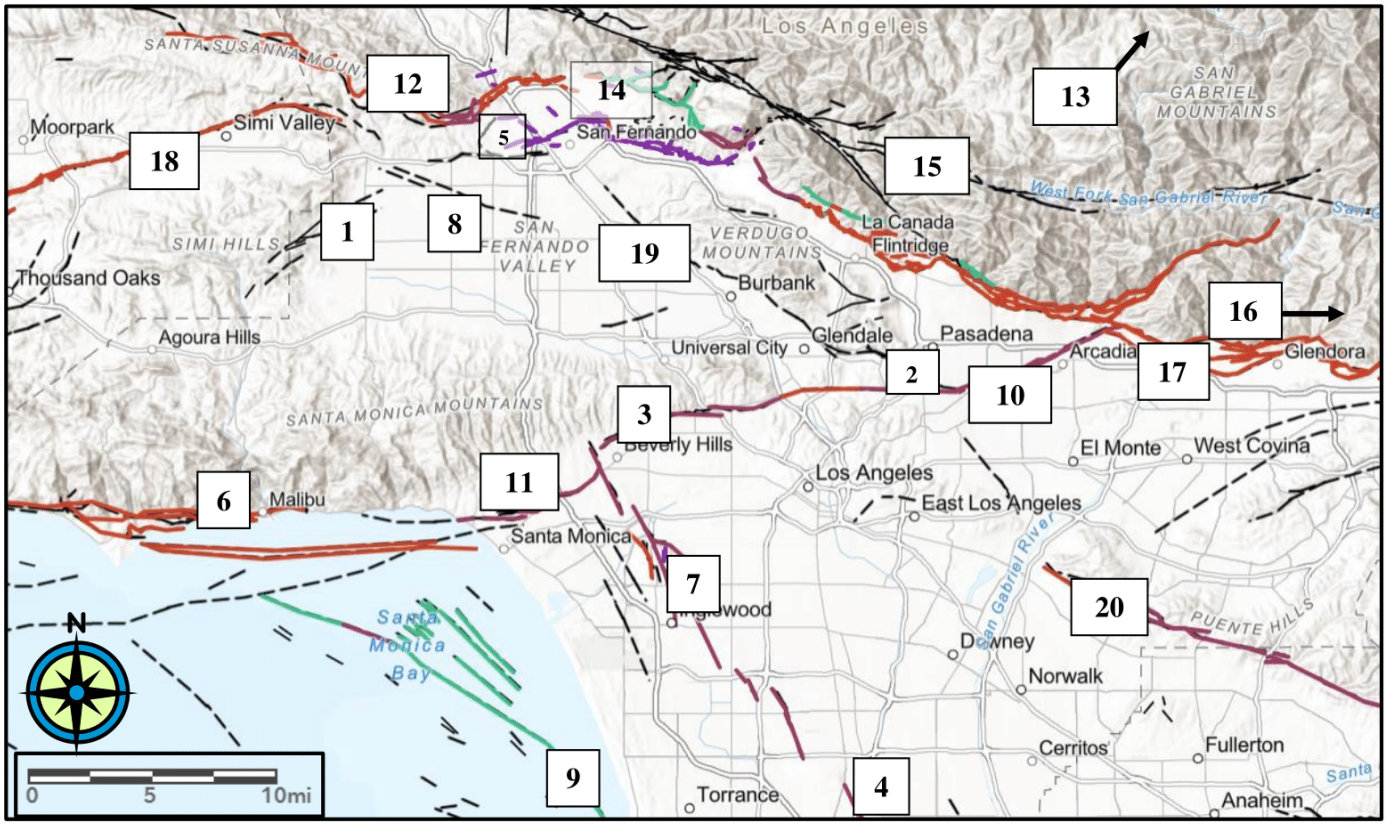
Reference:	State of California Seismic Hazard Report, Hollywood Quadrangle	Scale: As Shown

REGIONAL GEOLOGIC MAP



Reference:	Dibblee; Geologic Map of the Hollywood Quadrangle	Scale: As Shown

USGS FAULT MAP



Historic High Magnitude Quaternary Fault Activity

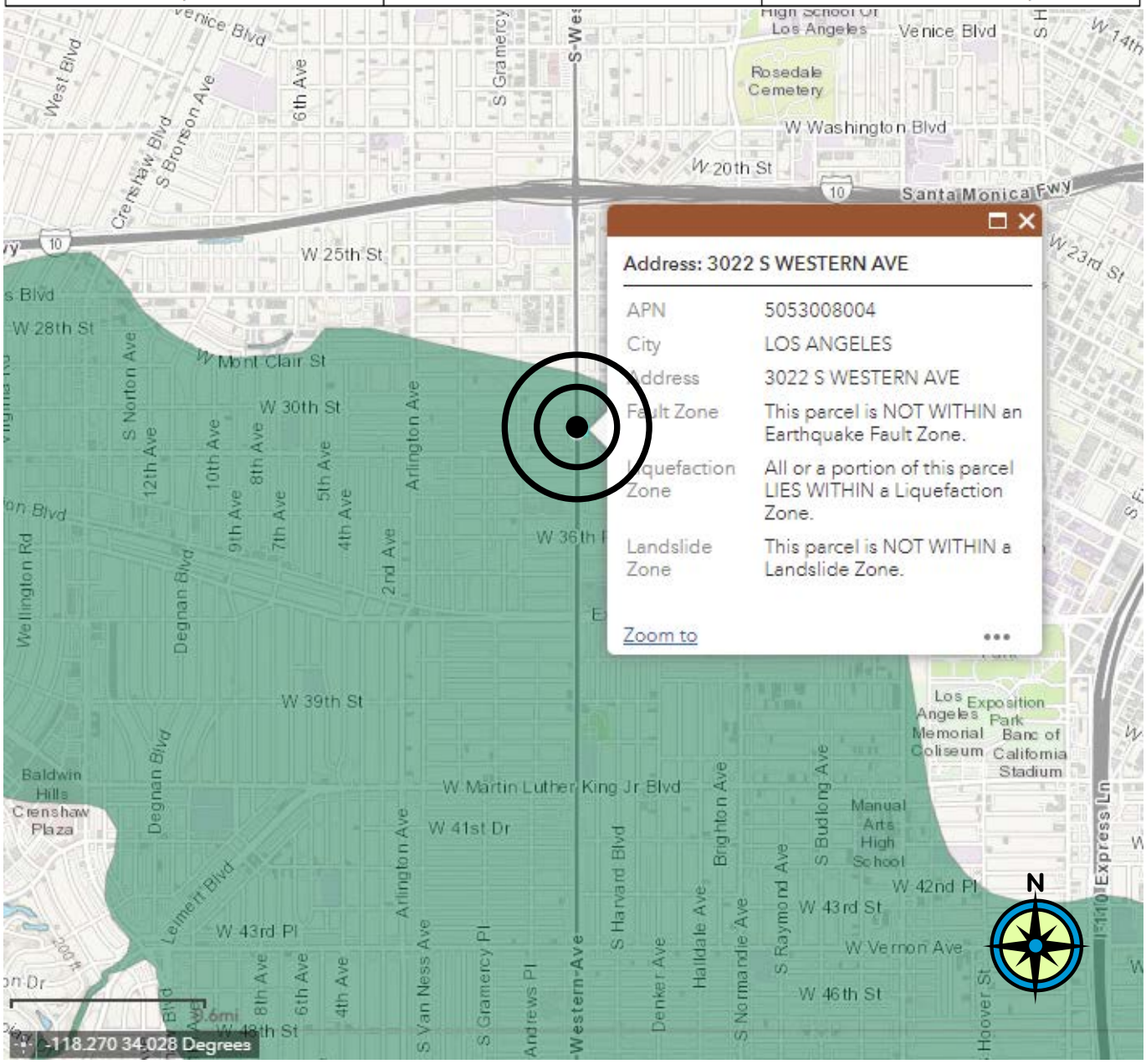
- Approximate Location
- > 1.6 million years
- > 750,000 years
- > 130,000 years
- > 15,000 years
- > 150 years
- Class B*
- Unknown

1	Chatsworth fault	11	Santa Monica fault
2	Eagle Rock fault	12	Santa Susana fault
3	Hollywood fault	13	San Andreas fault
4	Los Alamitos fault	14	San Fernando fault zone
5	Mission Hills fault	15	San Gabriel fault zone
6	Malibu Coast fault	16	San Jacinto fault
7	Newport Inglewood fault zone	17	Sierra Madre fault zone
8	Northridge Hills fault	18	Simi fault
9	Palos Verdes fault zone	19	Verdugo fault
10	Raymond fault	20	Whittier fault

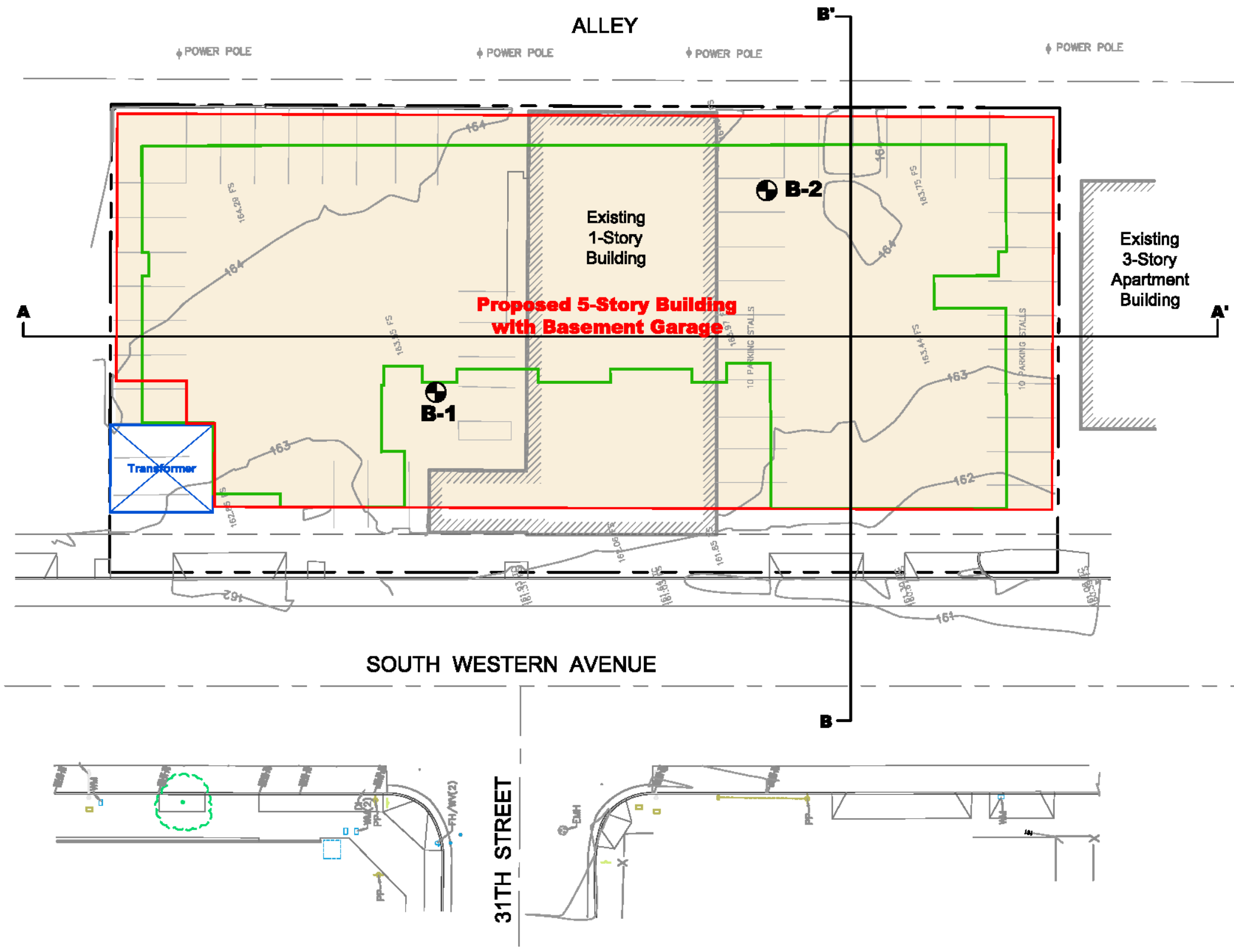
Reference:	https://www.arcgis.com/home/webmap/viewer.html Esri, USGS | Esri, HERE, Garmin, FAO, NOAA, USGS, EPA	Scale: As Shown

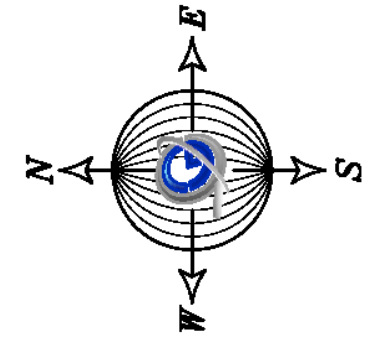
EARTHQUAKE ZONE MAP

Earthquake Induced Landslide Zones	Liquefaction Zones	Earthquake Fault Zones
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resource Code Section 2693(c) would be required.	Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.	These features delineate areas where surface fault rupture previously has occurred, or where local topographic, geological, and geotechnical conditions indicate a potential for permanent ground displacements such that mitigation by avoidance as stated in Public Resources Code Section 2621.5 would be required.



Reference:	California Geological Survey, Seismic Hazard Map https://maps.conservation.ca.gov/cgs/DataViewer/index.html	Scale: As Shown





KEY:

- BASEMENT
- FIRST FLOOR
- SECOND TO 5TH FLOORS

Explanation	
B-?	Location of Borings
B — B'	Line of Cross Section

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Geology - Geotechnical Engineering
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Ph (818) 994-8895 | Fax (818) 994-8599 | www.GeoConceptsInc.com

Description:

Plot Map

Base Map Provided By:

NADEL

Project Address:

3022 South Western Avenue
Los Angeles, California

Date: Sept. 2022

Scale: 1" = 30'

Job No. 22-02119

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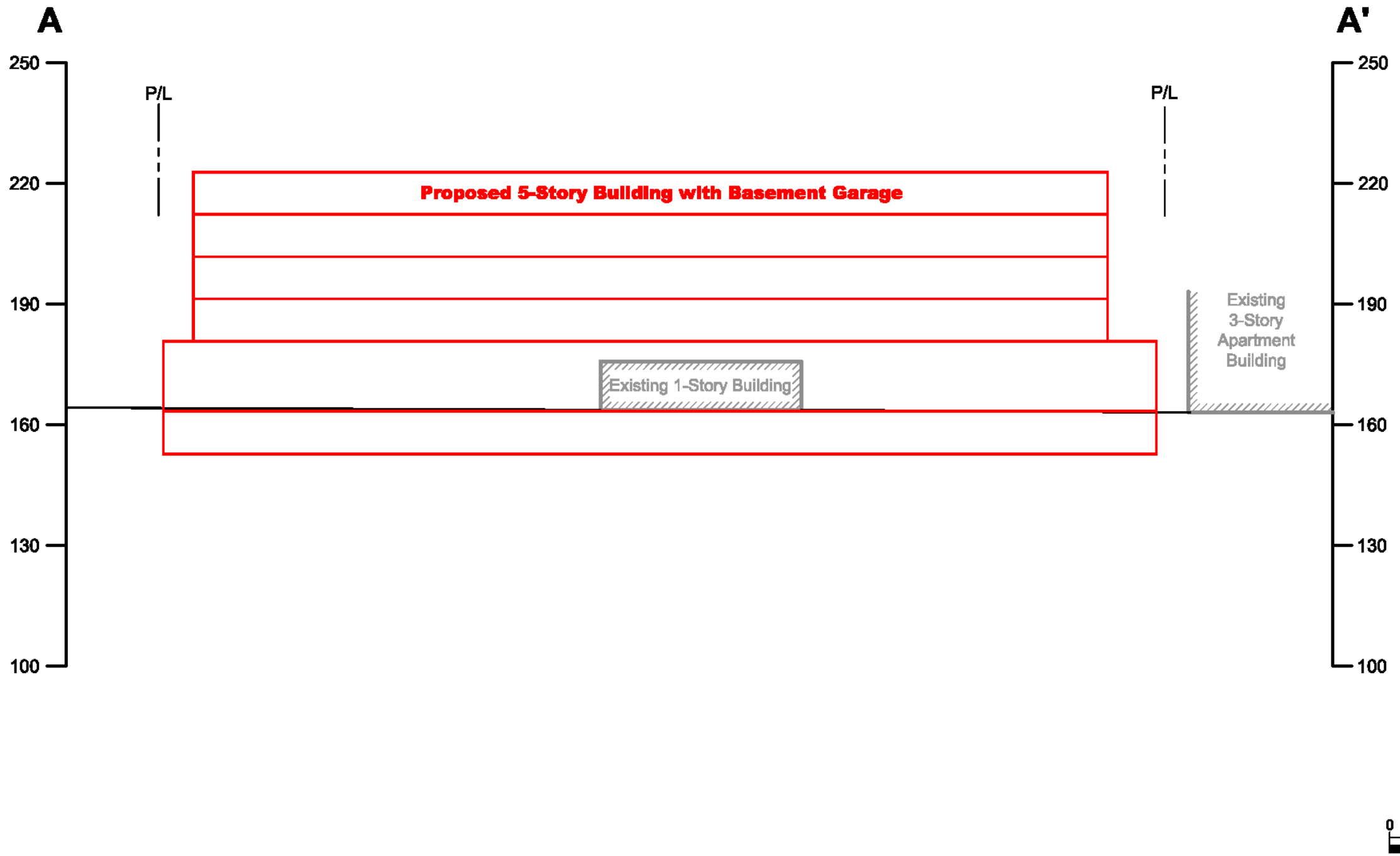

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Cross Section A-A'

Project Address:

3022 South Western Avenue
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Date: Sept. 2022

Scale: 1" = 30'

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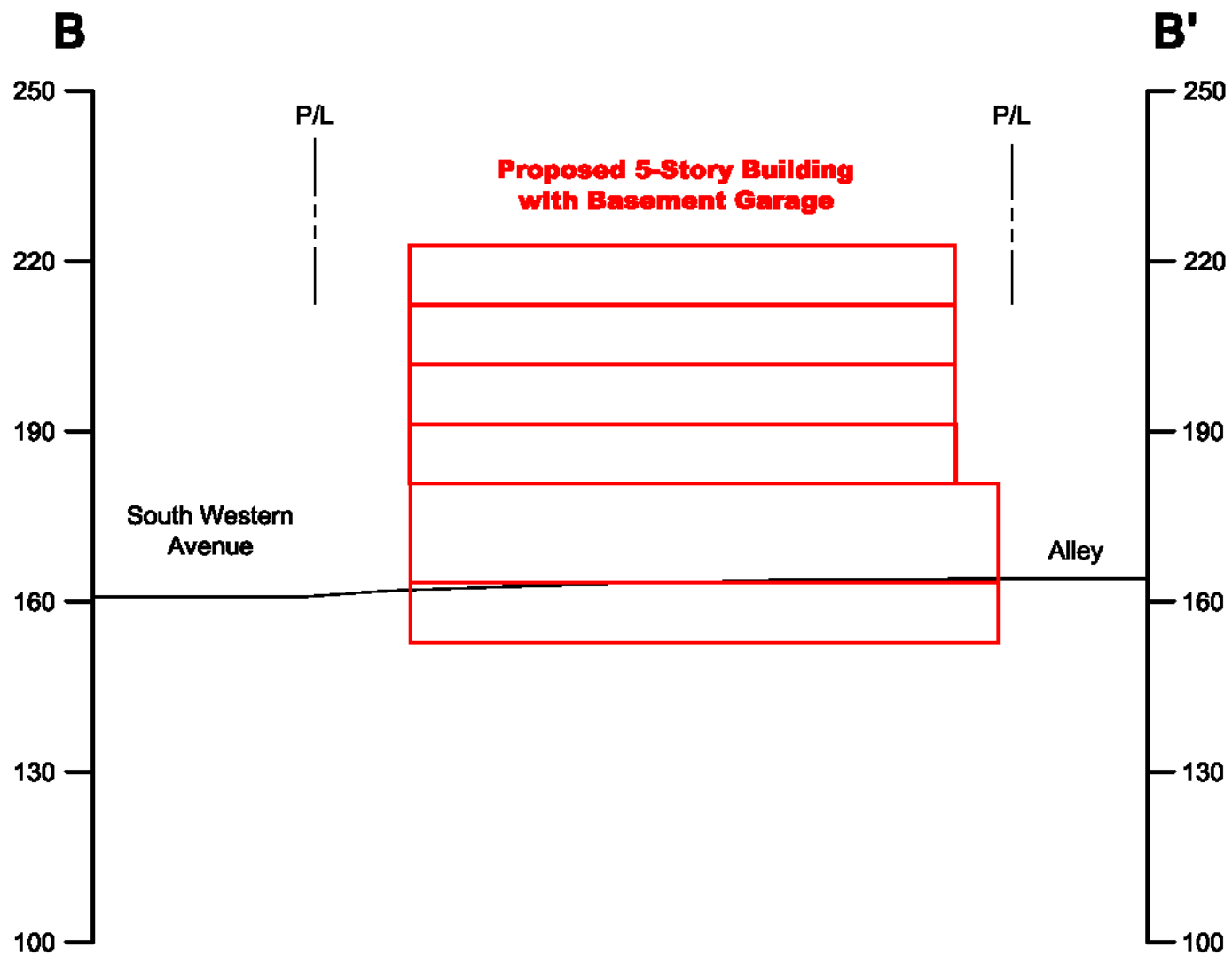

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Description:

Cross Section B-B'

Project Address:

3022 South Western Avenue
Los Angeles, California

Date: Sept. 2022

Scale: 1" = 30'

Job No. 22-02119

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BORING: B-1

ADDRESS: 3022 South Western Ave | PROJECT NO.: 22-02119

DATE LOGGED: July 22, 2022 | LOGGED BY: HU

ATTITUDES (b - bedding, j - joint, s - shear, f - fault)	WATER CONTENT, %	UNIT DRY WEIGHT, PCF	BLOWS/FOOT	SAMPLES	DEPTH, FT	GRAPHIC LOG	DESCRIPTION
					0		0.0' - 0.25' **ASPHALT**
	8	118	17				0.25' - 0.67' **ARTIFICIAL FILL; Af,** sand with minor gravel, grayish brown, slightly moist, medium grained
			23		5		
@ 7.5' 50 blows for 6"	3	126	50				0.67' - 75.0' **ALLUVIUM; Qal,**
@ 10.0' 50 blows for 2"			50		10		2.5' - 15.0' sand, orange tan to medium brown, slightly moist, coarse to very coarse grained, white gravels and rocks up to 1.5 inches in length
@ 15.0' 50 blows for 5"	7	113	50		15		15.0' - 35.0' silty sand to sand with minor silt, medium olive brown, slightly moist, medium to fine grained, minor orange oxidation
			69		20		
@ 25.0' 50 blows for 5"	3	124	50		25		@ 25.0 isolated layer of sand, medium brown, slightly moist, medium to coarse grained
			50		30		
@ 35.0' 50 blow for 6"	15	103	50		35		35.0' - 40.0' silt, medium olive brown, slightly moist, fine to very fine grained
			49		40		40.0' - 50.0' sand, tan, slightly moist, coarse to very coarse grained, firm
@ 45.0' 50 blows for 6"	3	115	50		45		
			45		50		50.0' - 60.0' sand with silt to silty sand, medium olive brown, slightly moist, medium to very fine grained, slightly cohesive, firm
@ 55.0' 50 blows for 6"	4	119	50		55		
			67		60		60.0' - 75.0' sand, tan to medium orange brown, slightly moist, medium to coarse grained
@ 65.0' 50 blows for 6"	3	120	50		65		
@ 70.0' 50 blows for 5"			50		70		
@ 75.0' 50 blows for 3"	3	119	50		75		Total Depth: 75.0 Feet No Groundwater 8 Inch Hollow Stem Auger with Autohammer
					80		

BORING: B-2

ADDRESS: 3022 South Western Ave | PROJECT NO.: 22-02119

DATE LOGGED: July 22, 2022 | LOGGED BY: HU

ATTITUDES (b - bedding, j - joint, s - shear, f - fault)	WATER CONTENT, %	UNIT DRY WEIGHT, PCF	BLOWS/FOOT	SAMPLES	DEPTH, FT	GRAPHIC LOG	DESCRIPTION
							0.0' - 0.25' **ASPHALT**
			15		5		0.25' - 0.67' **ARTIFICIAL FILL; Af,** sand with minor gravel, grayish brown, slightly moist, medium grained
	4	116	36				0.67' - 20.0' sand, tan to medium orange brown, slightly moist, coarse to very coarse grained, gravel fragments and rocks up to 1.0 inches in length
			33		10		
	2	119	62				
			64		15		
@ 20.0' 50 blows for 3"	0	108	50		20		20.0' - 40.0' sand, tan to light gray, slightly moist, medium to fine grained
			61		25		
@ 30.0' 50 blow for 3"	3	116	50		30		
@ 35.0' 50 blows for 2"	6	114	50		35		
@ 40.0' 50 blows for 6"	3	117	50		40		Total Depth: 40.0 Feet No Groundwater 8 Inch Hollow Stem Auger with Autohammer
@ 65.0' 50 blows for 6"					45		
@ 70.0' 50 blows for 5"					50		
@ 75.0' 50 blows for 3"					55		
					60		
					65		
					70		
					75		
					80		

APPENDIX II

LABORATORY TESTING

Laboratory Procedures

Laboratory Recapitulation 1
Laboratory Recapitulation 2

Figures S.1 through S.4
Figures C.1 through C.6

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LABORATORY PROCEDURES

Laboratory testing was performed on samples obtained as outlined in the Field Exploration section of this report. All samples were sent to the laboratory for examination, testing in general conformance to specified test methods, and classification, using the Unified Soil Classification System and group symbol.

Moisture and Density Tests

The dry unit weight and moisture content of the undisturbed samples were determined. The results are tabulated in the Laboratory Recapitulation - Table 1.

Shear Tests

Direct single-shear tests were performed with a direct shear machine. The desired normal load is applied to the specimen and allowed to come to equilibrium. The rate of deflection on the sample is approximately 0.005 inches per minute. The samples are tested at higher and/or lower normal loads in order to determine the angle of internal friction and the cohesion. The results are plotted on the Shear Test Diagrams and the results tabulated in the Laboratory Recapitulation - Table 1.

Consolidation

Consolidation tests were performed on samples, within the brass ring, to predict the soils behavior under a specific load. Porous stones are placed in contact with top and bottom of the samples to permit to allow the addition or release of water. Loads are applied in several increments and the results are recorded at selected time intervals. Samples are tested at field and increased moisture content. The results are plotted on the Consolidation Test Curve and the load at which the water is added as noted on the drawing.

Grain Size Analysis

Sieve
A group of sieves is assembled with a solid collecting pan at the bottom. The sample is placed in top sieve. The assembly is placed in the sieve shaker. Upon completion of the sieving operation the weight of the material retained on each is determined.

pH (CTM 643)

A sample of dry soil and distilled water are placed in a flask and allowed to stand for approximately an hour to stabilize. The pH is measured using a pH meter that has been compensated for temperature. The results are tabulated in the Laboratory Recapitulation - Table 2.

Minimum Resistivity (CTM 643)

The electrical resistivity of each soil specimen is conducted in a two-stage process using the soil box method. The first stage measures the resistivity of the soil in its as-received condition and the second stage records the value after saturation with distilled water. The results are tabulated in the Laboratory Recapitulation - Table 2.

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Chloride Content (CTM 422)

A sample of dry soil is mixed with distilled water and allowed to stand overnight. The top aliquot of the sample is mixed with chloride indicator and titrated over silver nitrate solution. The chloride content is determined by the difference of the volumes required to complete titration. The results are tabulated in the Laboratory Recapitulation - Table 2.

Sulfate Content (CTM 417)

A sample of dry soil is mixed with distilled water and allowed to stand overnight. The top aliquot is mixed with distilled water and a conditioning agent. The solution is then placed in a photometer and the value recorded. The process is repeated with the addition of barium chloride. The sulfate content is determined by the difference of the photometer readings. The results are tabulated in the Laboratory Recapitulation - Table 2.

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LABORATORY RECAPITULATION 1 PROJECT: 3022 South Western Ave PROJECT NO.: 22-02119						
Exploration	**Depth (ft)**	**Material**	**Dry Density In Situ (P.C.F.)**	**Moisture Content (%)**	**Cohesion (K.S.F.)**	**Friction Angle (degree)**
B-1	1	Qal				
B-1	2.5	Qal	118.1	8.3	0.1	33
B-1	5	Qal				
B-1	7.5	Qal	126.2	3.4		
B-1	10	Qal				
B-1	15	Qal	113.3	6.7		
B-1	20	Qal				
B-1	25	Qal	124.3	2.7	0.025	32
B-1	30	Qal				
B-1	35	Qal	103.1	15.4		
B-1	40	Qal				
B-1	45	Qal	115.2	2.9		
B-1	50	Qal				
B-1	55	Qal	119.4	3.8		
B-1	60	Qal				
B-1	65	Qal	120.4	2.7		
B-1	70	Qal				
B-1	75	Qal	119.1	3.1		
B-2	2.5	Qal				
B-2	5	Qal	115.6	4.2		
B-2	7.5	Qal				
B-2	10	Qal	119.1	2.4	0.2	34
B-2	15	Qal				
B-2	20	Qal	108.4	0.5	0.1	33
B-2	25	Qal				
B-2	30	Qal	116.3	2.7		
B-2	35	Qal	114.4	5.7		
B-2	40	Qal	117	2.8		

LABORATORY RECAPITULATION 2 PROJECT: 3022 South Western Ave PROJECT NO.: 22-02119						
Exploration	**Depth (ft)**	**pH**	**As-Is Soil Resistivity (ohm-cm)**	**Minimum Soil Resistivity (ohm-cm)**	**Chloride (%)**	**Sulphate (%)**
B-1	1	7.32	320000	3500	0.003	0.012
B-1	10	7.28	65000	10300	0.005	0.002

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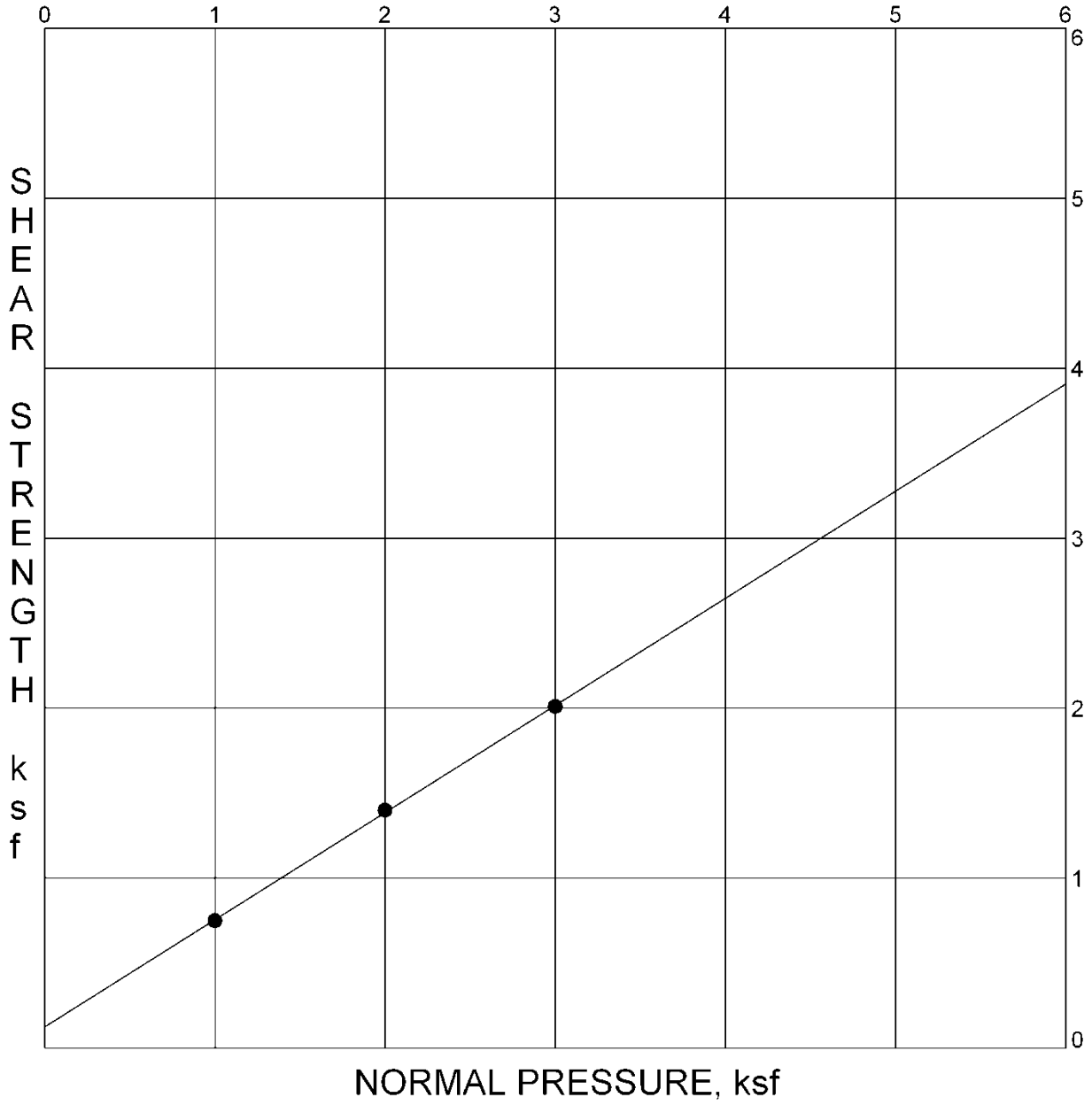
PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-1 @ 2.5
DESCRIPTION: Qal



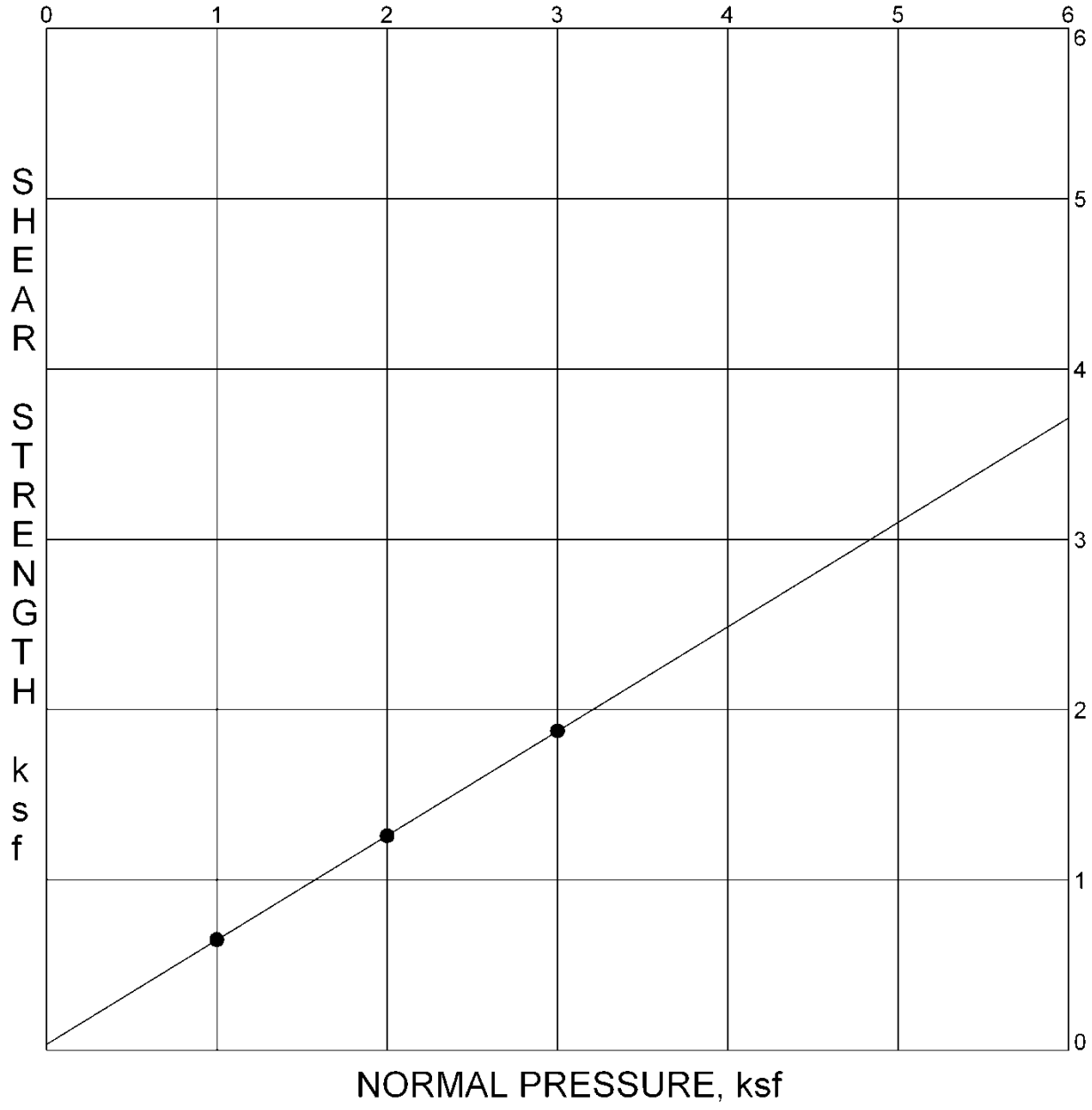
Test Results

Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 8.3	Dry Density: 118.1	Phi (deg): 33.0
Saturated: 15.8		Cohesion (ksf): 0.100

SHEAR TEST DIAGRAM

Figure S.1

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-1 @ 25.0
DESCRIPTION: Qal



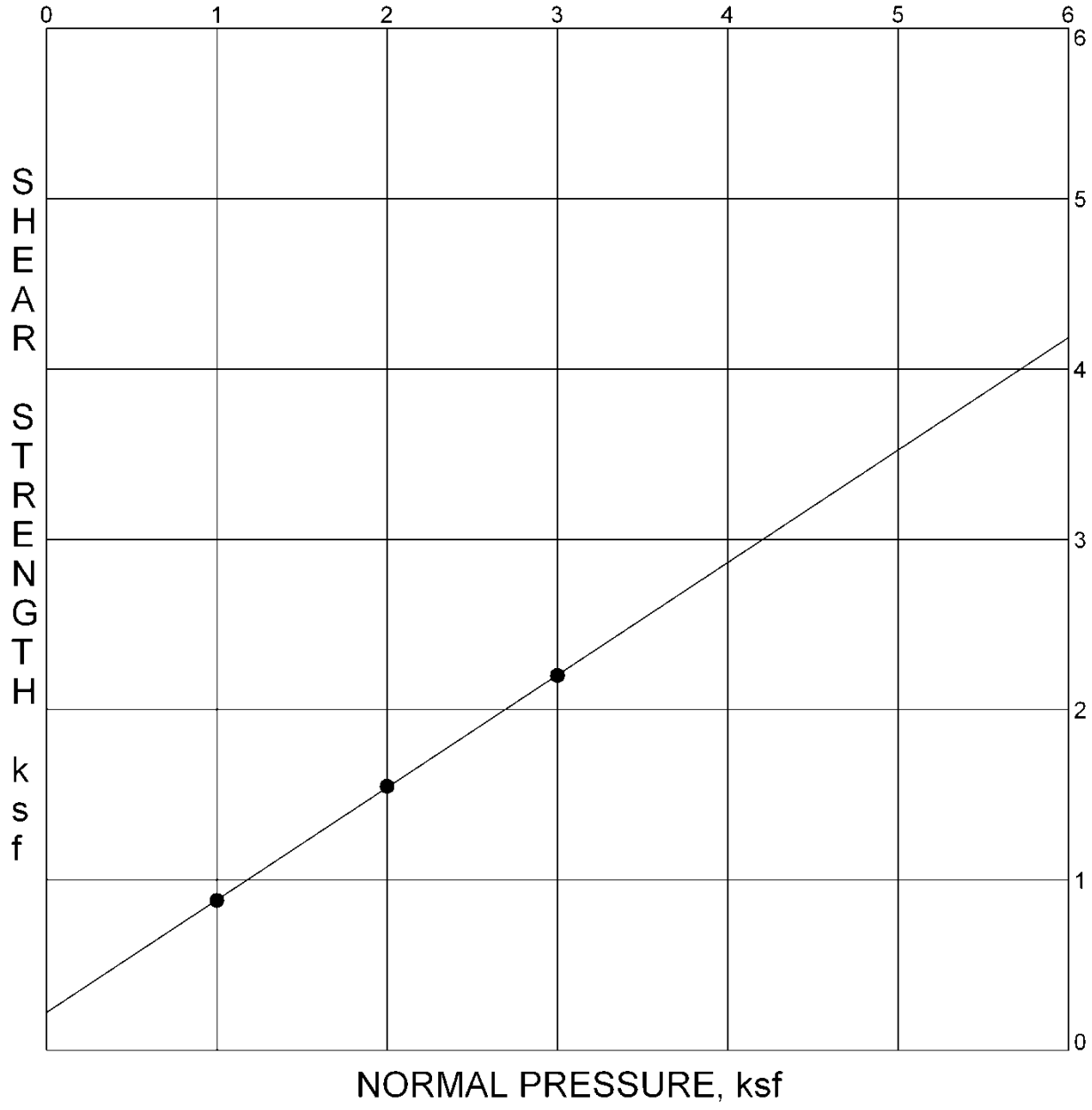
Test Results

Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 2.7	Dry Density: 124.3	Phi (deg): 32.0
Saturated: 13.1		Cohesion (ksf): 0.025

SHEAR TEST DIAGRAM

Figure S.2

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-2 @ 10.0
DESCRIPTION: Qal



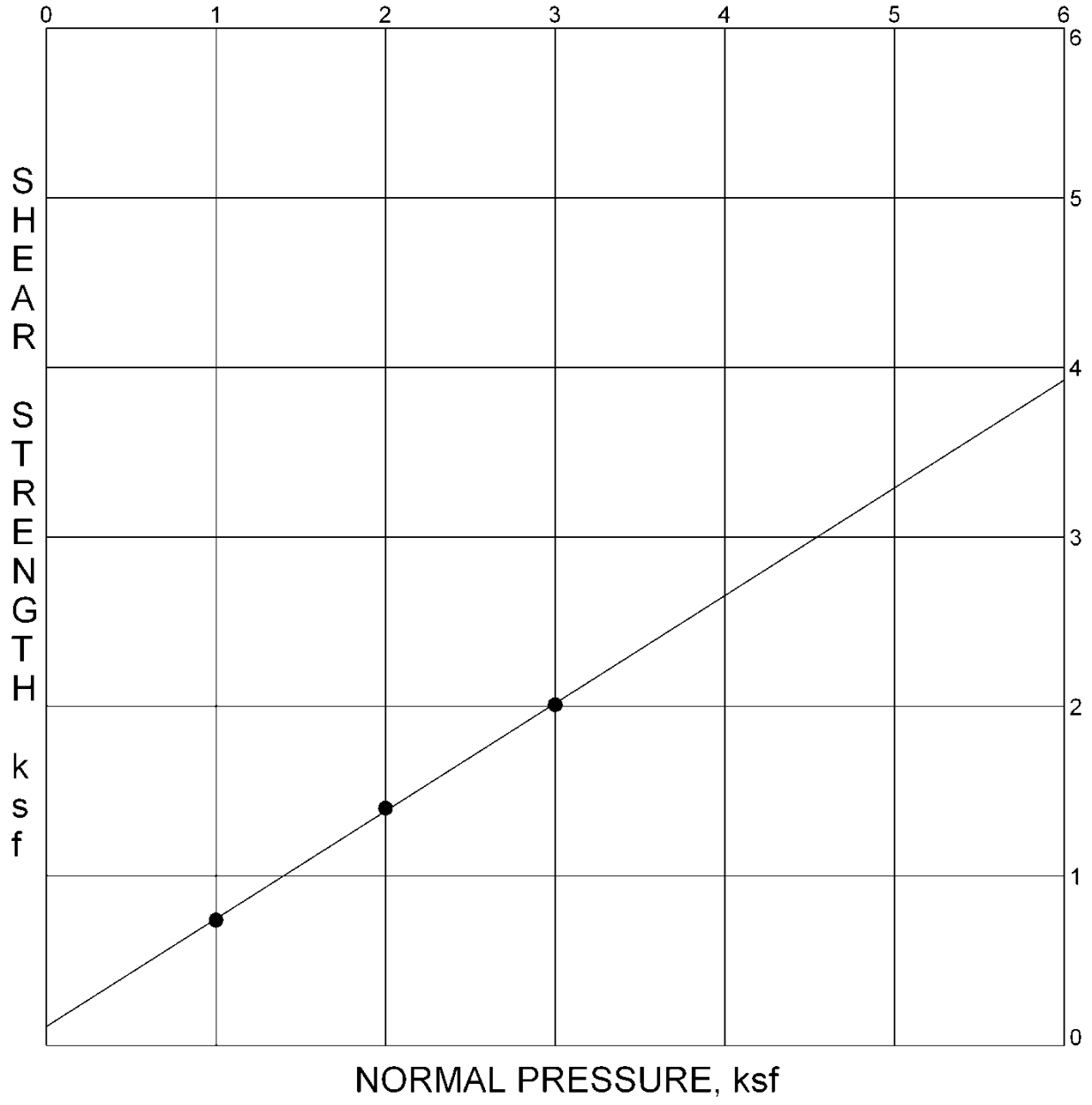
Test Results

Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 2.4	Dry Density: 119.1	Phi (deg): 34.0
Saturated: 15.3		Cohesion (ksf): 0.200

SHEAR TEST DIAGRAM

Figure S.3

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-2 @ 20.0
DESCRIPTION: Qal



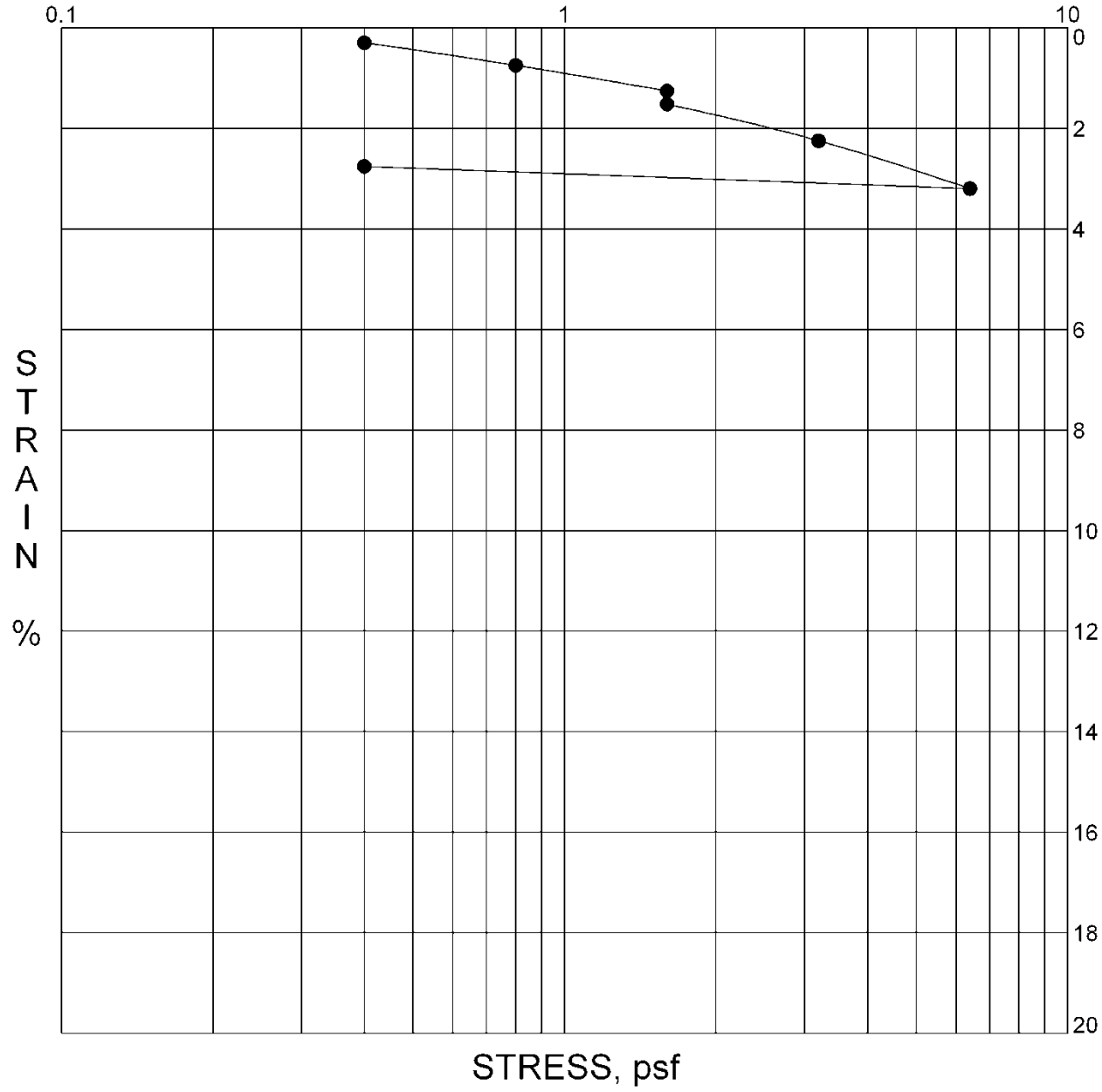
Test Results

Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 0.5	Dry Density: 108.4	Phi (deg): 33.0
Saturated: 20.5		Cohesion (ksf): 0.100

SHEAR TEST DIAGRAM

Figure S.4

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-1 @ 25.0
DESCRIPTION: Qal



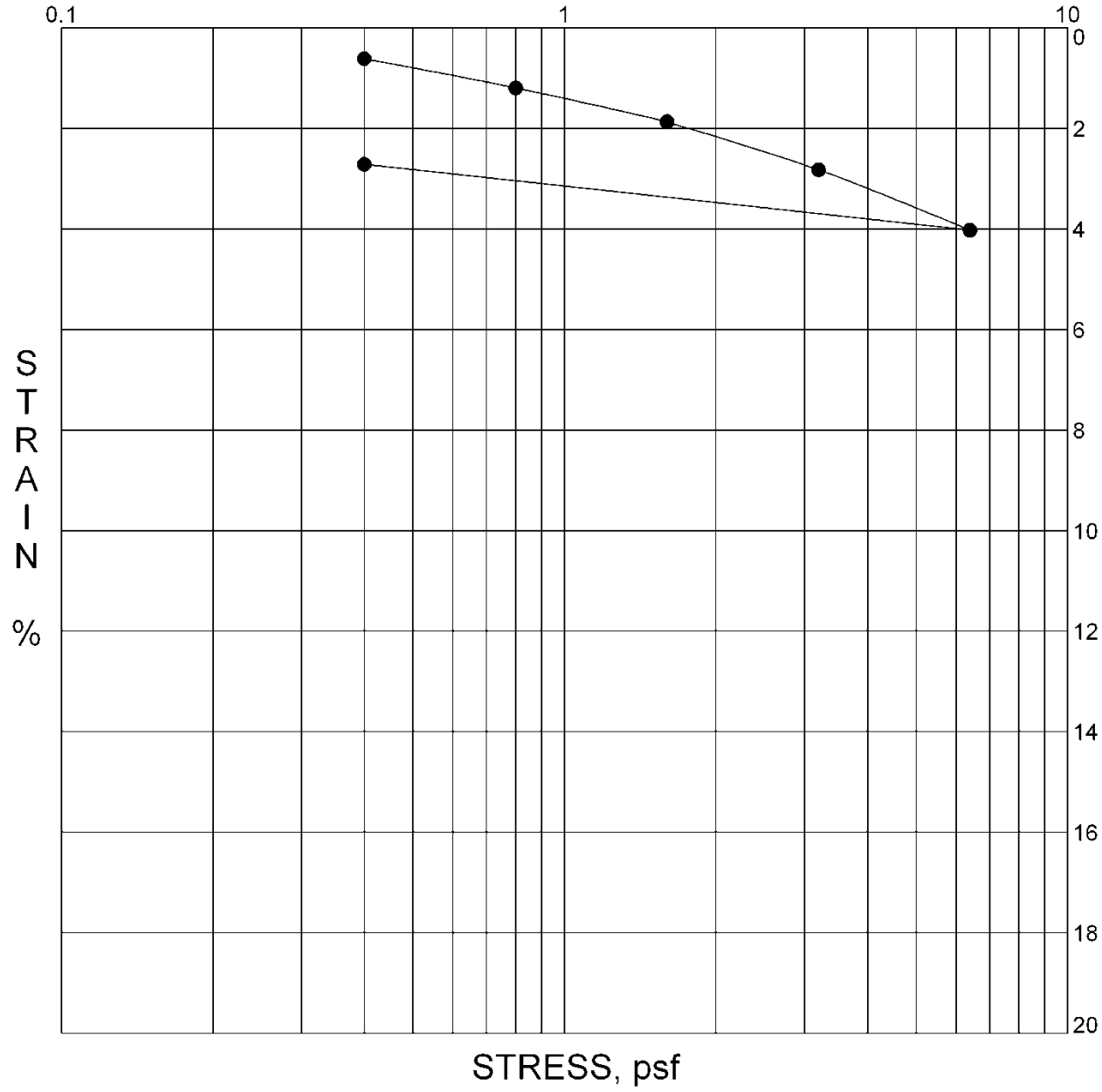
Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 2.7	Dry Density: 124.3	**1600 lbs.**

CONSOLIDATION TEST DIAGRAM

Figure C.1

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-1 @ 35.0
DESCRIPTION: Qal



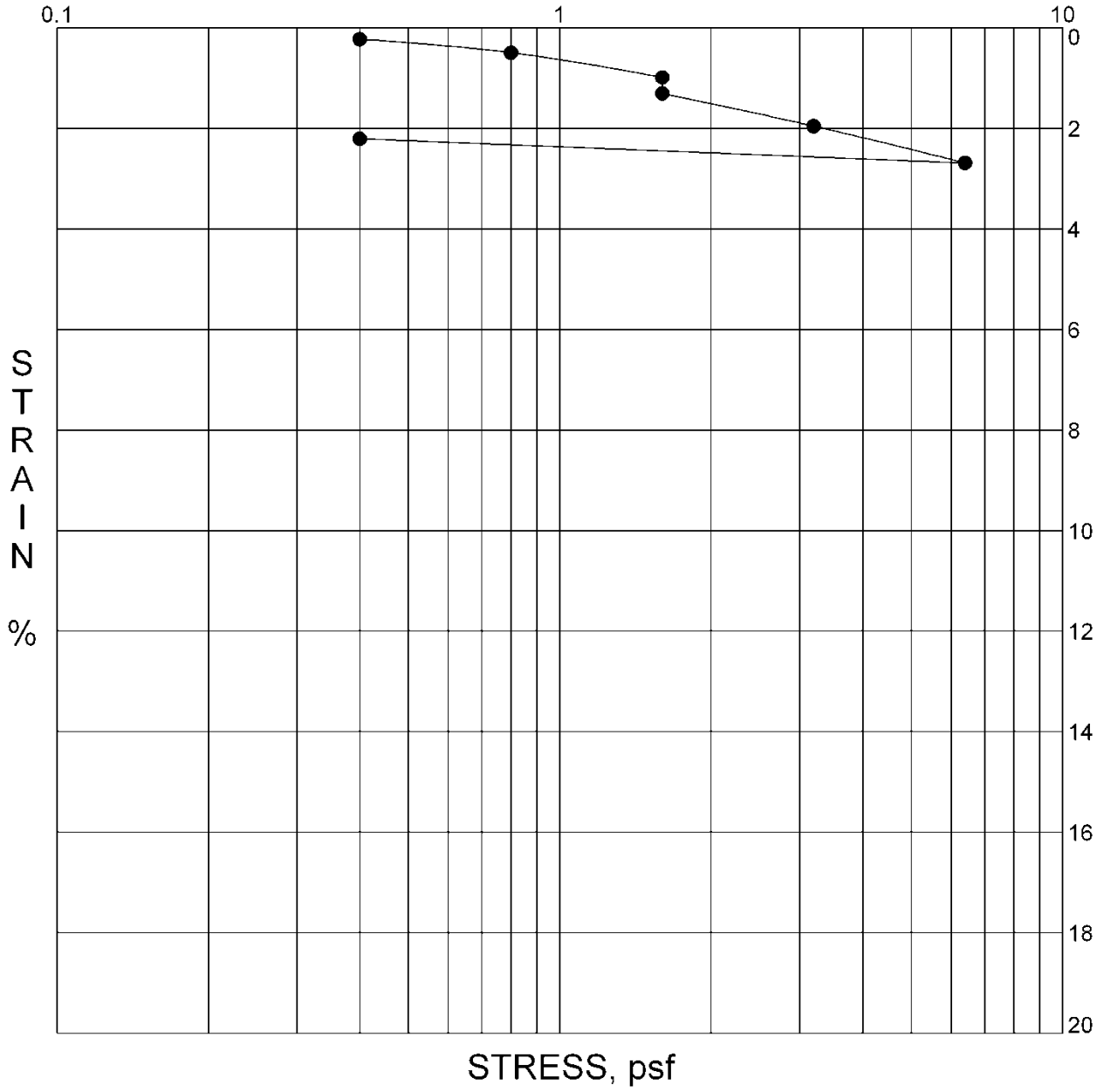
Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 15.4	Dry Density: 103.1	**1600 lbs.**

CONSOLIDATION TEST DIAGRAM

Figure C.2

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-2 @ 20.0
DESCRIPTION: Qal



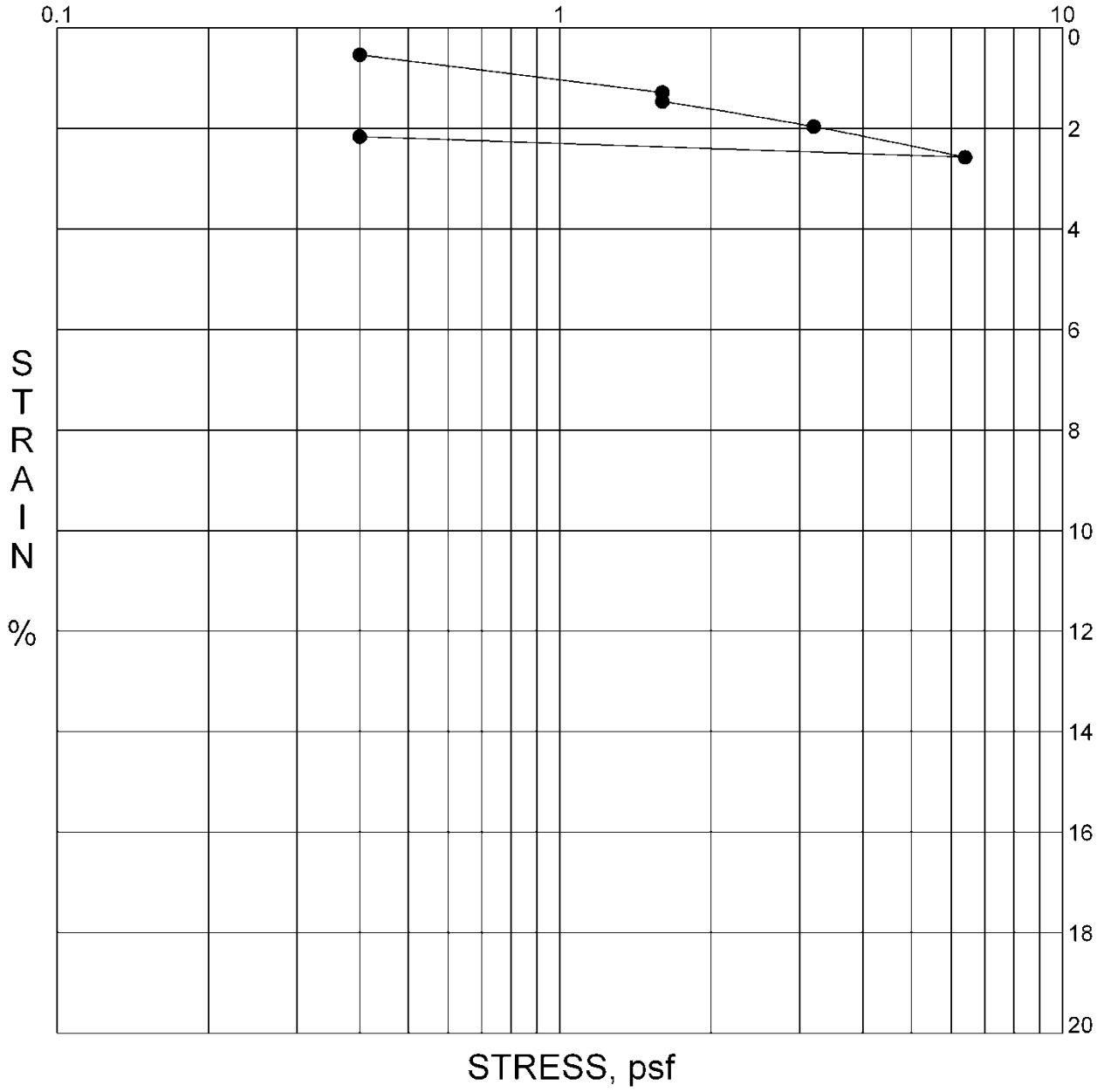
Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 0.5	Dry Density: 108.4	**1600 lbs.**

CONSOLIDATION TEST DIAGRAM

Figure C.3

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-2 @ 30.0
DESCRIPTION: Qal



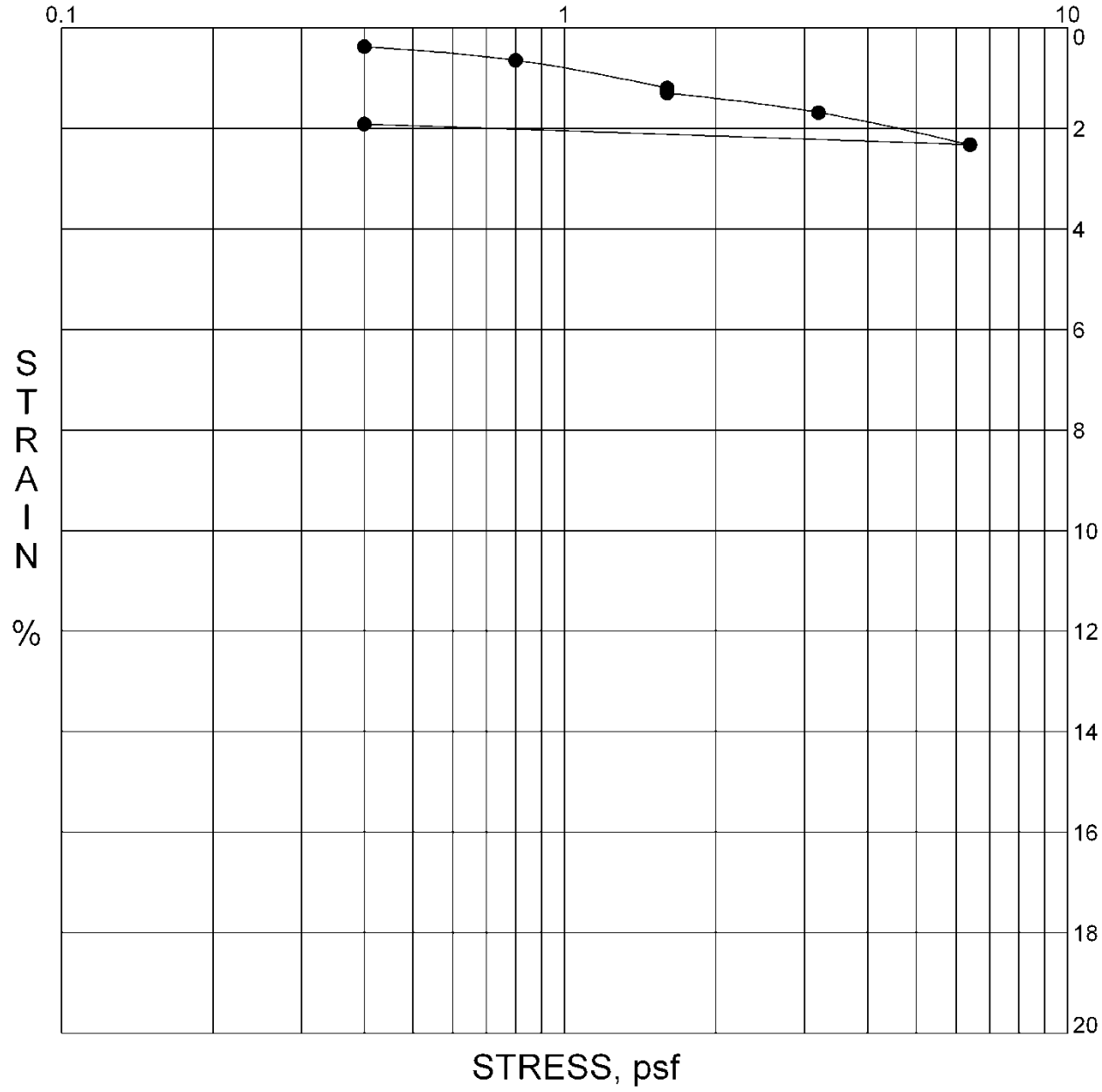
Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 2.7	Dry Density: 116.3	**1600 lbs.**

CONSOLIDATION TEST DIAGRAM

Figure C.4

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-2 @ 35.0
DESCRIPTION: Qal



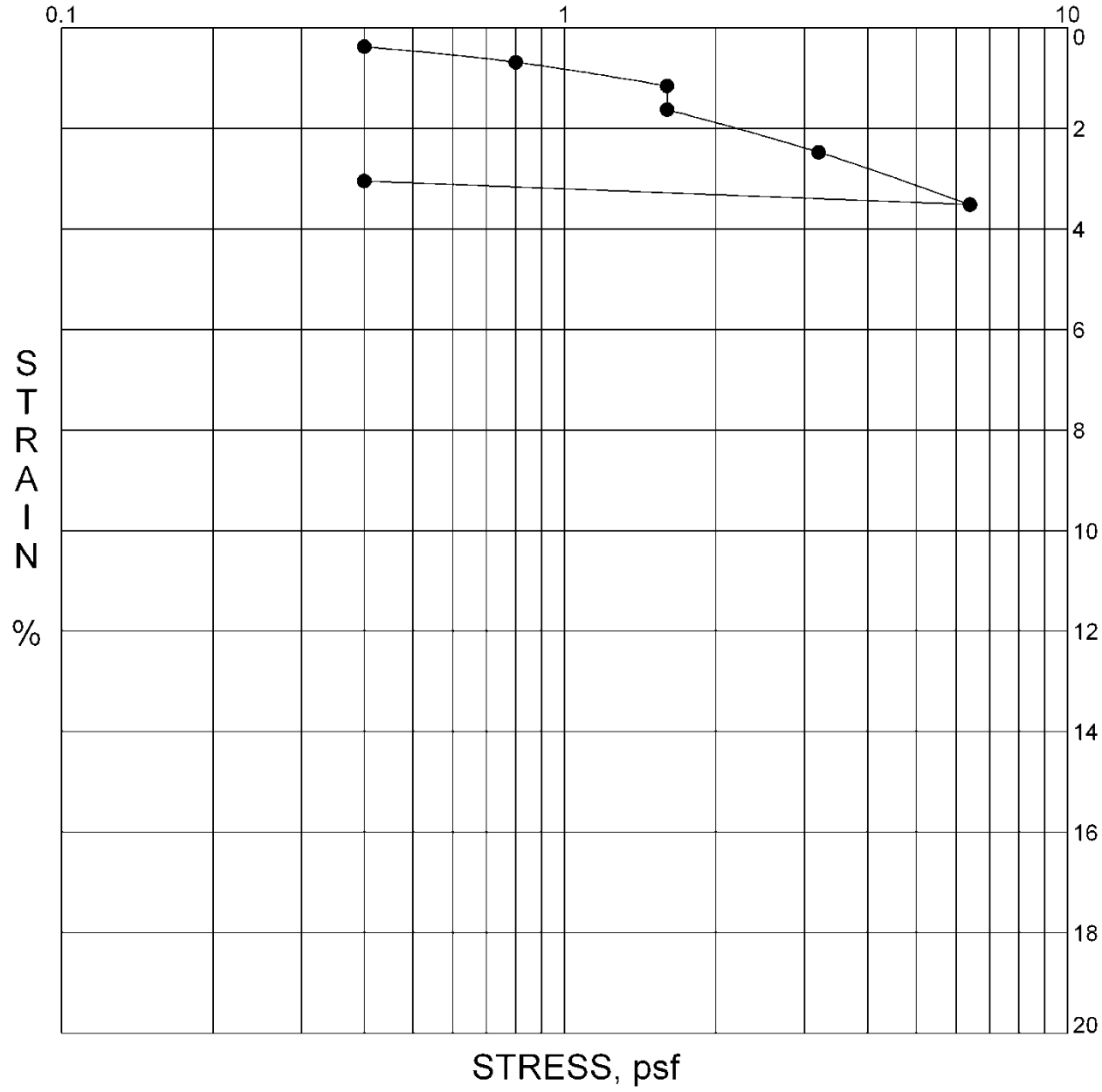
Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 5.7	Dry Density: 114.4	**1600 lbs.**

CONSOLIDATION TEST DIAGRAM

Figure C.5

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-2 @ 40.0
DESCRIPTION: Qal



Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 2.8	Dry Density: 117.0	**1600 lbs.**

CONSOLIDATION TEST DIAGRAM

Figure C.6

APPENDIX III

ANALYSES

Lateral Design

Liquefaction

Seismic Evaluation

DRAFT

Retaining Walls (15 Feet High with Level Backslope)

RETAINING WALL

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING WALLS. THE WALL HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. THE MONONOBE-OKABE METHOD USED TO CALCULATE SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Qal	WALL HEIGHT	15 feet
SHEAR DIAGRAM:	B-1@2.5	BACKSLOPE ANGLE:	0 degrees
COHESION:	100 psf	SURCHARGE:	0 pounds
PHI ANGLE:	33 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	140 pcf	INITIAL FAILURE ANGLE:	40 degrees
SAFETY FACTOR:	1.5	FINAL FAILURE ANGLE:	70 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK:	5 feet
CD (C/FS):	66.7 psf	FINAL TENSION CRACK:	40 feet

PHID = ATAN(TAN(PHI)/FS) = 23.4 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0 %g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 %g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	57	degrees
AREA OF TRIAL FAILURE WEDGE	72.6	square feet
TOTAL EXTERNAL SURCHARGE	0.0	pounds
WEIGHT OF TRIAL FAILURE WEDGE	10169.0	pounds
NUMBER OF TRIAL WEDGES ANALYZED	1116	trials
LENGTH OF FAILURE PLANE	16.5	feet
DEPTH OF TENSION CRACK	1.1	feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	9.0	feet
CALCULATED HORIZONTAL THRUST ON WALL	**5540.2**	**pounds**
CALCULATED EQUIVALENT FLUID PRESSURE	**49.2**	**pcf**
DESIGN EQUIVALENT FLUID PRESSURE		**pcf**

Seismic Retaining Walls (15 Feet High with Level Backslope)

RETAINING WALL

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING WALLS. THE WALL HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. THE MONONOBE-OKABE METHOD USED TO CALCULATE SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Qal	WALL HEIGHT	15 feet
SHEAR DIAGRAM:	B-1@2.5	BACKSLOPE ANGLE:	0 degrees
COHESION:	100 psf	SURCHARGE:	0 pounds
PHI ANGLE:	33 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	140 pcf	INITIAL FAILURE ANGLE:	40 degrees
SAFETY FACTOR:	1	FINAL FAILURE ANGLE:	70 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK:	5 feet
CD (C/FS):	100.0 psf	FINAL TENSION CRACK:	40 feet

PHID = ATAN(TAN(PHI)/FS) = 33.0 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0.3 %g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 %g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	48 degrees
AREA OF TRIAL FAILURE WEDGE	100.0 square feet
TOTAL EXTERNAL SURCHARGE	0.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	14005.0 pounds
NUMBER OF TRIAL WEDGES ANALYZED	1116 trials
LENGTH OF FAILURE PLANE	17.9 feet
DEPTH OF TENSION CRACK	1.7 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	12.0 feet
CALCULATED HORIZONTAL THRUST ON WALL	**6397.0 pounds**

At Rest Pressure for Retaining Walls

AT REST PRESSURE CALCULATION

CALCULATION PARAMETERS

EARTH MATERIAL:	Qal	COHESION:	100	psf
SHEAR DIAGRAM:	B-1@2.5	PHI ANGLE:	33	degrees
		DENSITY:	140	pcf

CALCULATED RESULTS

AT REST PRESSURE	64	pcf

CONCLUSIONS:

THE CALCULATED PRESSURE DUE TO AT REST CONDITIONS ARE PRESENTED IN THE TABLE.

Shoring Piles (15 Feet High with Level Backslope)

SHORING PILE

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING WALLS. THE WALL HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. THE MONONOBE-OKABE METHOD USED TO CALCULATE SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Qal	RETAINED LENGTH	15 feet
SHEAR DIAGRAM:	B-1@2.5	BACKSLOPE ANGLE:	0 degrees
COHESION:	100 psf	SURCHARGE:	0 pounds
PHI ANGLE:	33 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	130 pcf	INITIAL FAILURE ANGLE:	40 degrees
SAFETY FACTOR:	1.25	FINAL FAILURE ANGLE:	70 degrees
PILE FRICTION	0 degrees	INITIAL TENSION CRACK:	5 feet
CD (C/FS):	80.0 psf	FINAL TENSION CRACK:	40 feet

PHID = ATAN(TAN(PHI)/FS) = 27.5 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0 %g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 %g

CALCULATED RESULTS

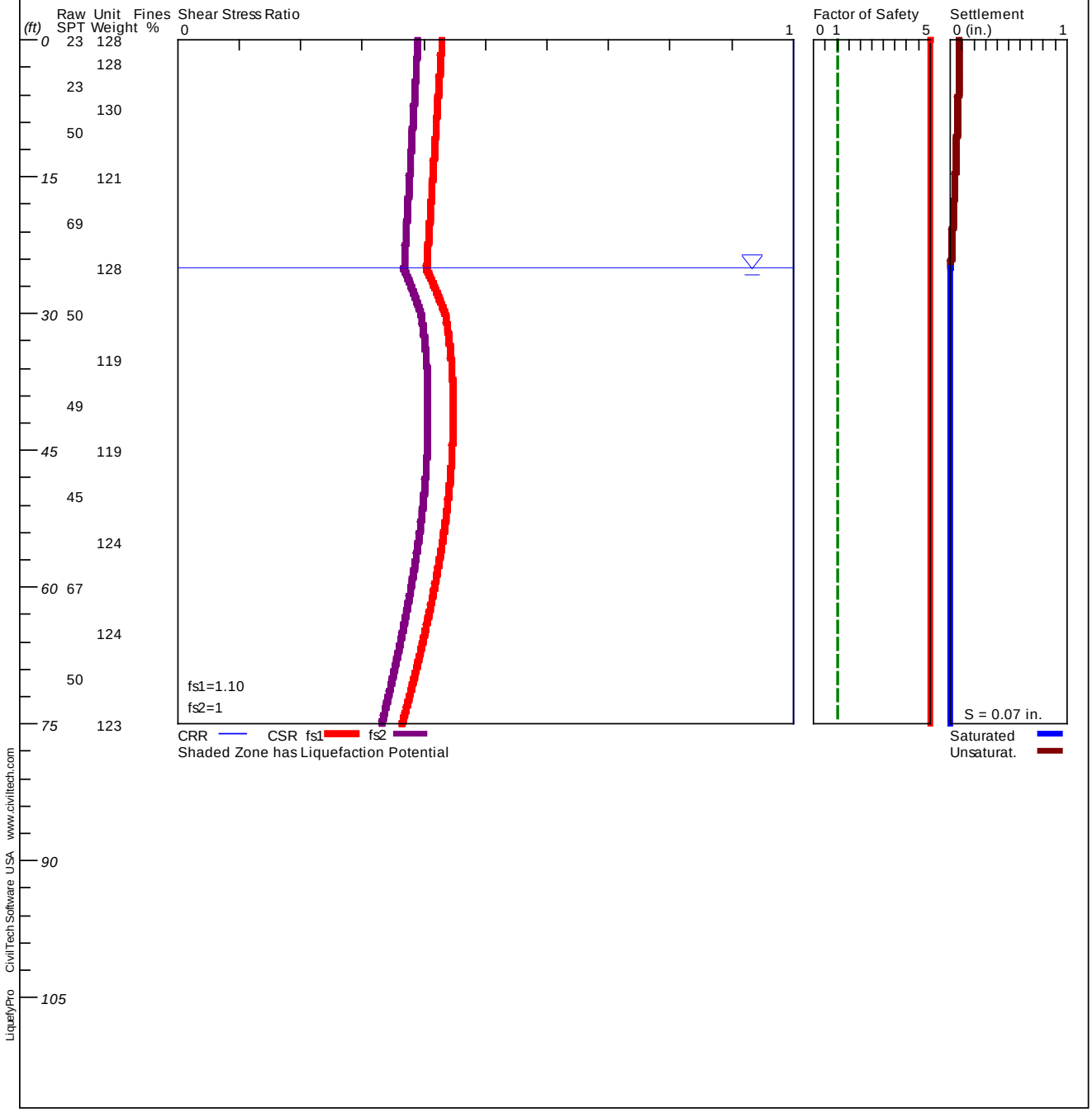
CRITICAL FAILURE ANGLE	58	degrees
AREA OF TRIAL FAILURE WEDGE	68.8	square feet
TOTAL EXTERNAL SURCHARGE	0.0	pounds
WEIGHT OF TRIAL FAILURE WEDGE	8942.6	pounds
NUMBER OF TRIAL WEDGES ANALYZED	1116	trials
LENGTH OF FAILURE PLANE	15.1	feet
DEPTH OF TENSION CRACK	2.2	feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	8.0	feet
CALCULATED THRUST ON PILE	**4033.0**	**pounds**
CALCULATED EQUIVALENT FLUID PRESSURE	**35.8**	**pcf**
DESIGN EQUIVALENT FLUID PRESSURE		**pcf**

LIQUEFACTION ANALYSIS

3022 South Western Avenue

Hole No.=B-1 Water Depth=25 ft

Magnitude=6.66
Acceleration=0.6g



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**********************************************************************************************
                                LIQUEFACTION ANALYSIS CALCULATION DETAILS
                                     Copyright by CivilTech Software
                                          www.civiltech.com
**********************************************************************************************
       Font: Courier New, Regular, Size 8 is recommended for this report.
       Licensed to ,  9/8/2022       4:46:40 PM

       Input File Name: Z:\OUR DOCUMENTS\Liquefaction Analysis\22-02119 B-1.liq
       Title:  3022 South Western Avenue
       Subtitle:  22-02119

 Input Data:
       Surface Elev.=
       Hole No.=B-1
       Depth of Hole=75.00 ft
       Water Table during Earthquake= 25.00 ft
       Water Table during In-Situ Testing= 70.00 ft
       Max. Acceleration=0.6 g
       Earthquake Magnitude=6.66
       No-Liquefiable Soils:   CL, OL are Non-Liq. Soil
       1. SPT or BPT Calculation.
       2. Settlement Analysis Method: Ishihara / Yoshimine
       3. Fines Correction for Liquefaction: Stark/Olson et al.*
       4. Fine Correction for Settlement: During Liquefaction*
       5. Settlement Calculation in: All zones*
       6. Hammer Energy Ratio,                                  Ce = 1.25
       7. Borehole Diameter,                                     Cb= 1
       8. Sampling Method,                                      Cs= 1.2
       9. User request factor of safety (apply to CSR) ,   User= 1.1
          Plot two CSR (fs1=User, fs2=1)
       10. Average two input data between two Depths: Yes*
       * Recommended Options

       In-Situ Test Data:
       Depth   SPT     Gamma   Fines
       ft              pcf     %
       ____________________________________
       0.00    23.00   128.00  0.00
       2.50    23.00   128.00  0.00
       5.00    23.00   128.00  0.00
       7.50    23.00   130.00  0.00
       10.00   50.00   130.00  0.00
       12.50   50.00   130.00  0.00
       15.00   50.00   121.00  0.00
       17.50   50.00   121.00  0.00
       20.00   69.00   121.00  0.00
       22.50   69.00   121.00  0.00
       25.00   69.00   128.00  0.00
       27.50   69.00   128.00  0.00
       30.00   50.00   128.00  0.00
       32.50   50.00   128.00  0.00
       35.00   50.00   119.00  0.00
       37.50   50.00   119.00  0.00
       40.00   49.00   119.00  0.00
       42.50   49.00   119.00  0.00
       45.00   49.00   119.00  0.00
       47.50   49.00   119.00  0.00
       50.00   45.00   119.00  0.00
       52.50   45.00   119.00  0.00
       55.00   45.00   124.00  0.00
       57.50   45.00   124.00  0.00
       60.00   67.00   124.00  0.00
       62.50   67.00   124.00  0.00
       65.00   67.00   124.00  0.00
       67.50   67.00   124.00  0.00
       70.00   50.00   124.00  0.00
       72.50   50.00   124.00  0.00
       75.00   50.00   123.00  0.00
       ____________________________________
```

DRAFT

Output Results:
Calculation segment, dz=0.050 ft
User defined Print Interval, dp=2.00 ft

Peak Ground Acceleration (PGA), a_max = 0.60g

CSR Calculation:

Depth ft	gamma pcf	sigma atm	gamma' pcf	sigma' atm	rd	mZ g	a(z) g	CSR	x fs1	=CSRfs
0.00	128.00	0.000	128.00	0.000	1.00	0.000	0.600	0.39	1.10	0.43
2.00	128.00	0.121	128.00	0.121	1.00	0.000	0.600	0.39	1.10	0.43
4.00	128.00	0.242	128.00	0.242	0.99	0.000	0.600	0.39	1.10	0.42
6.00	128.80	0.363	128.80	0.363	0.99	0.000	0.600	0.38	1.10	0.42
8.00	130.00	0.486	130.00	0.486	0.98	0.000	0.600	0.38	1.10	0.42
10.00	130.00	0.608	130.00	0.608	0.98	0.000	0.600	0.38	1.10	0.42
12.00	130.00	0.731	130.00	0.731	0.97	0.000	0.600	0.38	1.10	0.42
14.00	124.60	0.852	124.60	0.852	0.97	0.000	0.600	0.38	1.10	0.41
16.00	121.00	0.968	121.00	0.968	0.96	0.000	0.600	0.38	1.10	0.41
18.00	121.00	1.082	121.00	1.082	0.96	0.000	0.600	0.37	1.10	0.41
20.00	121.00	1.196	121.00	1.196	0.95	0.000	0.600	0.37	1.10	0.41
22.00	121.00	1.311	121.00	1.311	0.95	0.000	0.600	0.37	1.10	0.41
24.00	125.20	1.426	125.20	1.426	0.94	0.000	0.600	0.37	1.10	0.40
26.00	128.00	1.547	65.60	1.519	0.94	0.000	0.600	0.37	1.10	0.41
28.00	128.00	1.668	65.60	1.581	0.93	0.000	0.600	0.38	1.10	0.42
30.00	128.00	1.789	65.60	1.643	0.93	0.000	0.600	0.39	1.10	0.43
32.00	128.00	1.910	65.60	1.705	0.91	0.000	0.600	0.40	1.10	0.44
34.00	122.60	2.029	60.20	1.765	0.90	0.000	0.600	0.40	1.10	0.44
36.00	119.00	2.142	56.60	1.819	0.88	0.000	0.600	0.40	1.10	0.45
38.00	119.00	2.255	56.60	1.873	0.86	0.000	0.600	0.41	1.10	0.45
40.00	119.00	2.367	56.60	1.926	0.85	0.000	0.600	0.41	1.10	0.45
42.00	119.00	2.479	56.60	1.980	0.83	0.000	0.600	0.41	1.10	0.45
44.00	119.00	2.592	56.60	2.033	0.82	0.000	0.600	0.41	1.10	0.45
46.00	119.00	2.704	56.60	2.087	0.80	0.000	0.600	0.40	1.10	0.44
48.00	119.00	2.817	56.60	2.140	0.78	0.000	0.600	0.40	1.10	0.44
50.00	119.00	2.929	56.60	2.194	0.77	0.000	0.600	0.40	1.10	0.44
52.00	119.00	3.042	56.60	2.247	0.75	0.000	0.600	0.40	1.10	0.44
54.00	122.00	3.155	59.60	2.302	0.73	0.000	0.600	0.39	1.10	0.43
56.00	124.00	3.272	61.60	2.359	0.72	0.000	0.600	0.39	1.10	0.43
58.00	124.00	3.389	61.60	2.418	0.70	0.000	0.600	0.38	1.10	0.42
60.00	124.00	3.506	61.60	2.476	0.69	0.000	0.600	0.38	1.10	0.42
62.00	124.00	3.624	61.60	2.534	0.67	0.000	0.600	0.37	1.10	0.41
64.00	124.00	3.741	61.60	2.592	0.65	0.000	0.600	0.37	1.10	0.40
66.00	124.00	3.858	61.60	2.650	0.64	0.000	0.600	0.36	1.10	0.40
68.00	124.00	3.975	61.60	2.709	0.62	0.000	0.600	0.36	1.10	0.39
70.00	124.00	4.092	61.60	2.767	0.60	0.000	0.600	0.35	1.10	0.38
72.00	124.00	4.209	61.60	2.825	0.59	0.000	0.600	0.34	1.10	0.38
74.00	123.40	4.326	61.00	2.883	0.57	0.000	0.600	0.33	1.10	0.37

CSR is based on water table at 25.00 during earthquake

CRR Calculation from SPT or BPT data:

Depth ft	SPT	Cebs	Cr	sigma' atm	Cn	(N1)60	Fines %	d(N1)60	(N1)60f	CRR7.5
0.00	23.00	1.50	0.75	0.000	1.70	43.99	0.00	0.00	43.99	2.00
2.00	23.00	1.50	0.75	0.121	1.70	43.99	0.00	0.00	43.99	2.00
4.00	23.00	1.50	0.75	0.242	1.70	43.99	0.00	0.00	43.99	2.00
6.00	23.00	1.50	0.75	0.363	1.66	42.94	0.00	0.00	42.94	2.00
8.00	28.40	1.50	0.75	0.486	1.44	45.85	0.00	0.00	45.85	2.00
10.00	50.00	1.50	0.85	0.608	1.28	81.73	0.00	0.00	81.73	2.00
12.00	50.00	1.50	0.85	0.731	1.17	74.55	0.00	0.00	74.55	2.00
14.00	50.00	1.50	0.85	0.852	1.08	69.05	0.00	0.00	69.05	2.00
16.00	50.00	1.50	0.95	0.968	1.02	72.44	0.00	0.00	72.44	2.00
18.00	53.80	1.50	0.95	1.082	0.96	73.71	0.00	0.00	73.71	2.00
20.00	69.00	1.50	0.95	1.196	0.91	89.90	0.00	0.00	89.90	2.00
22.00	69.00	1.50	0.95	1.311	0.87	85.89	0.00	0.00	85.89	2.00
24.00	69.00	1.50	0.95	1.426	0.84	82.33	0.00	0.00	82.33	2.00
26.00	69.00	1.50	0.95	1.547	0.80	79.06	0.00	0.00	79.06	2.00
28.00	65.20	1.50	1.00	1.668	0.77	75.74	0.00	0.00	75.74	2.00
30.00	50.00	1.50	1.00	1.789	0.75	56.08	0.00	0.00	56.08	2.00
32.00	50.00	1.50	1.00	1.910	0.72	54.27	0.00	0.00	54.27	2.00

DRAFT

34.00	50.00	1.50	1.00	2.029	0.70	52.66	0.00	0.00	52.66	2.00
36.00	50.00	1.50	1.00	2.142	0.68	51.24	0.00	0.00	51.24	2.00
38.00	49.80	1.50	1.00	2.255	0.67	49.75	0.00	0.00	49.75	2.00
40.00	49.00	1.50	1.00	2.367	0.65	47.77	0.00	0.00	47.77	2.00
42.00	49.00	1.50	1.00	2.479	0.64	46.68	0.00	0.00	46.68	2.00
44.00	49.00	1.50	1.00	2.592	0.62	45.65	0.00	0.00	45.65	2.00
46.00	49.00	1.50	1.00	2.704	0.61	44.69	0.00	0.00	44.69	2.00
48.00	48.20	1.50	1.00	2.817	0.60	43.08	0.00	0.00	43.08	2.00
50.00	45.00	1.50	1.00	2.929	0.58	39.44	0.00	0.00	39.44	2.00
52.00	45.00	1.50	1.00	3.042	0.57	38.70	0.00	0.00	38.70	2.00
54.00	45.00	1.50	1.00	3.155	0.56	38.00	0.00	0.00	38.00	2.00
56.00	45.00	1.50	1.00	3.272	0.55	37.32	0.00	0.00	37.32	2.00
58.00	49.39	1.50	1.00	3.389	0.54	40.25	0.00	0.00	40.25	2.00
60.00	66.99	1.50	1.00	3.506	0.53	53.67	0.00	0.00	53.67	2.00
62.00	67.00	1.50	1.00	3.624	0.53	52.80	0.00	0.00	52.80	2.00
64.00	67.00	1.50	1.00	3.741	0.52	51.96	0.00	0.00	51.96	2.00
66.00	67.00	1.50	1.00	3.858	0.51	51.17	0.00	0.00	51.17	2.00
68.00	63.60	1.50	1.00	3.975	0.50	47.85	0.00	0.00	47.85	2.00
70.00	50.00	1.50	1.00	4.092	0.49	37.08	0.00	0.00	37.08	2.00
72.00	50.00	1.50	1.00	4.152	0.49	36.81	0.00	0.00	36.81	2.00
74.00	50.00	1.50	1.00	4.210	0.49	36.55	0.00	0.00	36.55	2.00

CRR is based on water table at 70.00 during In-Situ Testing

Factor of Safety, - Earthquake Magnitude= 6.66:

Depth ft	sigC' atm	CRR7.5	x Ksig	=CRRv	x MSF	=CRRm	CSRfs	F.S.=CRRm/CSRfs
0.00	0.00	2.00	1.00	2.00	1.35	2.71	0.43	5.00
2.00	0.08	2.00	1.00	2.00	1.35	2.71	0.43	5.00
4.00	0.16	2.00	1.00	2.00	1.35	2.71	0.42	5.00
6.00	0.24	2.00	1.00	2.00	1.35	2.71	0.42	5.00
8.00	0.32	2.00	1.00	2.00	1.35	2.71	0.42	5.00
10.00	0.40	2.00	1.00	2.00	1.35	2.71	0.42	5.00
12.00	0.48	2.00	1.00	2.00	1.35	2.71	0.42	5.00
14.00	0.55	2.00	1.00	2.00	1.35	2.71	0.41	5.00
16.00	0.63	2.00	1.00	2.00	1.35	2.71	0.41	5.00
18.00	0.70	2.00	1.00	2.00	1.35	2.71	0.41	5.00
20.00	0.78	2.00	1.00	2.00	1.35	2.71	0.41	5.00
22.00	0.85	2.00	1.00	2.00	1.35	2.71	0.41	5.00
24.00	0.93	2.00	1.00	2.00	1.35	2.71	0.40	5.00
26.00	1.01	2.00	1.01	2.01	1.35	2.72	0.41	5.00
28.00	1.08	2.00	0.99	1.99	1.35	2.69	0.42	5.00
30.00	1.16	2.00	0.98	1.96	1.35	2.66	0.43	5.00
32.00	1.24	2.00	0.97	1.94	1.35	2.63	0.44	5.00
34.00	1.32	2.00	0.96	1.92	1.35	2.60	0.44	5.00
36.00	1.39	2.00	0.95	1.90	1.35	2.57	0.45	5.00
38.00	1.47	2.00	0.94	1.87	1.35	2.54	0.45	5.00
40.00	1.54	2.00	0.93	1.86	1.35	2.51	0.45	5.00
42.00	1.61	2.00	0.92	1.84	1.35	2.49	0.45	5.00
44.00	1.68	2.00	0.91	1.82	1.35	2.46	0.45	5.00
46.00	1.76	2.00	0.90	1.80	1.35	2.44	0.44	5.00
48.00	1.83	2.00	0.89	1.78	1.35	2.41	0.44	5.00
50.00	1.90	2.00	0.88	1.77	1.35	2.39	0.44	5.00
52.00	1.98	2.00	0.87	1.75	1.35	2.37	0.44	5.00
54.00	2.05	2.00	0.87	1.73	1.35	2.35	0.43	5.00
56.00	2.13	2.00	0.86	1.72	1.35	2.33	0.43	5.00
58.00	2.20	2.00	0.85	1.70	1.35	2.30	0.42	5.00
60.00	2.28	2.00	0.84	1.68	1.35	2.28	0.42	5.00
62.00	2.36	2.00	0.83	1.67	1.35	2.26	0.41	5.00
64.00	2.43	2.00	0.83	1.66	1.35	2.24	0.40	5.00
66.00	2.51	2.00	0.82	1.64	1.35	2.22	0.40	5.00
68.00	2.58	2.00	0.81	1.63	1.35	2.21	0.39	5.00
70.00	2.66	2.00	0.81	1.61	1.35	2.19	0.38	5.00
72.00	2.70	2.00	0.80	1.61	1.35	2.18	0.38	5.00
74.00	2.74	2.00	0.80	1.60	1.35	2.17	0.37	5.00

* F.S.<1: Liquefaction Potential Zone. (If above water table: F.S.=5)
^ No-liquefiable Soils or above Water Table.
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

CPT convert to SPT for Settlement Analysis:

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Fines Correction for Settlement Analysis:

Depth ft	Ic	qc/N60	qc1 atm	(N1)60	Fines %	d(N1)60	(N1)60s
0.00	-	-	-	43.99	0.00	0.00	43.99
2.00	-	-	-	43.99	0.00	0.00	43.99
4.00	-	-	-	43.99	0.00	0.00	43.99
6.00	-	-	-	42.94	0.00	0.00	42.94
8.00	-	-	-	45.85	0.00	0.00	45.85
10.00	-	-	-	81.73	0.00	0.00	81.73
12.00	-	-	-	74.55	0.00	0.00	74.55
14.00	-	-	-	69.05	0.00	0.00	69.05
16.00	-	-	-	72.44	0.00	0.00	72.44
18.00	-	-	-	73.71	0.00	0.00	73.71
20.00	-	-	-	89.90	0.00	0.00	89.90
22.00	-	-	-	85.89	0.00	0.00	85.89
24.00	-	-	-	82.33	0.00	0.00	82.33
26.00	-	-	-	79.06	0.00	0.00	79.06
28.00	-	-	-	75.74	0.00	0.00	75.74
30.00	-	-	-	56.08	0.00	0.00	56.08
32.00	-	-	-	54.27	0.00	0.00	54.27
34.00	-	-	-	52.66	0.00	0.00	52.66
36.00	-	-	-	51.24	0.00	0.00	51.24
38.00	-	-	-	49.75	0.00	0.00	49.75
40.00	-	-	-	47.77	0.00	0.00	47.77
42.00	-	-	-	46.68	0.00	0.00	46.68
44.00	-	-	-	45.65	0.00	0.00	45.65
46.00	-	-	-	44.69	0.00	0.00	44.69
48.00	-	-	-	43.08	0.00	0.00	43.08
50.00	-	-	-	39.44	0.00	0.00	39.44
52.00	-	-	-	38.70	0.00	0.00	38.70
54.00	-	-	-	38.00	0.00	0.00	38.00
56.00	-	-	-	37.32	0.00	0.00	37.32
58.00	-	-	-	40.25	0.00	0.00	40.25
60.00	-	-	-	53.67	0.00	0.00	53.67
62.00	-	-	-	52.80	0.00	0.00	52.80
64.00	-	-	-	51.96	0.00	0.00	51.96
66.00	-	-	-	51.17	0.00	0.00	51.17
68.00	-	-	-	47.85	0.00	0.00	47.85
70.00	-	-	-	37.08	0.00	0.00	37.08
72.00	-	-	-	36.81	0.00	0.00	36.81
74.00	-	-	-	36.55	0.00	0.00	36.55

(N1)60s has been fines corrected in liquefaction analysis, therefore d(N1)60=0.
Fines=NoLiq means the soils are not liquefiable.

Settlement of Saturated Sands:
Settlement Analysis Method: Ishihara / Yoshimine

Depth ft	CSRsf	/ MSF*	=CSRm	F.S.	Fines %	(N1)60s	Dr %	ec %	dsz in.	dsp in.	S in.
74.95	0.36	1.00	0.36	5.00	0.00	36.43	100.00	0.000	0.0E0	0.000	0.000
74.00	0.37	1.00	0.37	5.00	0.00	36.55	100.00	0.000	0.0E0	0.000	0.000
72.00	0.38	1.00	0.38	5.00	0.00	36.81	100.00	0.000	0.0E0	0.000	0.000
70.00	0.38	1.00	0.38	5.00	0.00	37.08	100.00	0.000	0.0E0	0.000	0.000
68.00	0.39	1.00	0.39	5.00	0.00	47.85	100.00	0.000	0.0E0	0.000	0.000
66.00	0.40	1.00	0.40	5.00	0.00	51.17	100.00	0.000	0.0E0	0.000	0.000
64.00	0.40	1.00	0.40	5.00	0.00	51.96	100.00	0.000	0.0E0	0.000	0.000
62.00	0.41	1.00	0.41	5.00	0.00	52.80	100.00	0.000	0.0E0	0.000	0.000
60.00	0.42	1.00	0.42	5.00	0.00	53.67	100.00	0.000	0.0E0	0.000	0.000
58.00	0.42	1.00	0.42	5.00	0.00	40.25	100.00	0.000	0.0E0	0.000	0.000
56.00	0.43	1.00	0.43	5.00	0.00	37.32	100.00	0.000	0.0E0	0.000	0.000
54.00	0.43	1.00	0.43	5.00	0.00	38.00	100.00	0.000	0.0E0	0.000	0.000
52.00	0.44	1.00	0.44	5.00	0.00	38.70	100.00	0.000	0.0E0	0.000	0.000
50.00	0.44	1.00	0.44	5.00	0.00	39.44	100.00	0.000	0.0E0	0.000	0.000
48.00	0.44	1.00	0.44	5.00	0.00	43.08	100.00	0.000	0.0E0	0.000	0.000
46.00	0.44	1.00	0.44	5.00	0.00	44.69	100.00	0.000	0.0E0	0.000	0.000
44.00	0.45	1.00	0.45	5.00	0.00	45.65	100.00	0.000	0.0E0	0.000	0.000
42.00	0.45	1.00	0.45	5.00	0.00	46.68	100.00	0.000	0.0E0	0.000	0.000
40.00	0.45	1.00	0.45	5.00	0.00	47.77	100.00	0.000	0.0E0	0.000	0.000
38.00	0.45	1.00	0.45	5.00	0.00	49.75	100.00	0.000	0.0E0	0.000	0.000
36.00	0.45	1.00	0.45	5.00	0.00	51.24	100.00	0.000	0.0E0	0.000	0.000

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34.00	0.44	1.00	0.44	5.00	0.00	52.66	100.00	0.000	0.0E0	0.000	0.000
32.00	0.44	1.00	0.44	5.00	0.00	54.27	100.00	0.000	0.0E0	0.000	0.000
30.00	0.43	1.00	0.43	5.00	0.00	56.08	100.00	0.000	0.0E0	0.000	0.000
28.00	0.42	1.00	0.42	5.00	0.00	75.74	100.00	0.000	0.0E0	0.000	0.000
26.00	0.41	1.00	0.41	5.00	0.00	79.06	100.00	0.000	0.0E0	0.000	0.000
25.05	0.40	1.00	0.40	5.00	0.00	80.57	100.00	0.000	0.0E0	0.000	0.000

No Settlement of Saturated Sands

Settlement of Saturated Sands=0.000 in.
qc1 and (N1)60 is after fines correction in liquefaction analysis
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=2.00 ft
S is cumulated settlement at this depth

Settlement of Unsaturated Sands:

Depth ft	sigma' atm	sigC' atm	(N1)60s	CSRsf	Gmax atm	g*Ge/Gm	g_eff	ec7.5 %	Cec	ec %	dsz in.	dsp in.	S in.
25.00	1.49	0.97	80.65	0.40	1896.33	3.2E-4	0.0649	0.0205	0.83	0.0169	2.03E-4	0.000	0.000
24.00	1.43	0.93	82.33	0.40	1870.53	3.1E-4	0.0616	0.0195	0.83	0.0161	1.93E-4	0.004	0.004
22.00	1.31	0.85	85.89	0.41	1818.45	2.9E-4	0.0555	0.0176	0.83	0.0145	1.74E-4	0.007	0.011
20.00	1.20	0.78	89.90	0.41	1763.92	2.8E-4	0.0498	0.0157	0.83	0.0130	1.56E-4	0.007	0.018
18.00	1.08	0.70	73.71	0.41	1570.14	2.8E-4	0.0734	0.0232	0.83	0.0192	2.30E-4	0.008	0.026
16.00	0.97	0.63	72.44	0.41	1476.27	2.7E-4	0.0645	0.0204	0.83	0.0169	2.02E-4	0.009	0.035
14.00	0.85	0.55	69.05	0.41	1363.67	2.6E-4	0.0576	0.0182	0.83	0.0150	1.80E-4	0.008	0.043
12.00	0.73	0.48	74.55	0.42	1295.78	2.4E-4	0.0456	0.0144	0.83	0.0119	1.43E-4	0.006	0.049
10.00	0.61	0.40	81.73	0.42	1218.68	2.1E-4	0.0359	0.0114	0.83	0.0094	1.13E-4	0.005	0.054
8.00	0.49	0.32	45.85	0.42	898.08	2.3E-4	0.0512	0.0162	0.83	0.0134	1.60E-4	0.005	0.059
6.00	0.36	0.24	42.94	0.42	759.86	2.0E-4	0.0394	0.0125	0.83	0.0103	1.23E-4	0.006	0.065
4.00	0.24	0.16	43.99	0.42	625.27	1.6E-4	0.0300	0.0095	0.83	0.0078	9.39E-5	0.004	0.070
2.00	0.12	0.08	43.99	0.43	442.14	1.2E-4	0.0250	0.0079	0.83	0.0065	7.82E-5	0.003	0.073
0.00	0.00	0.00	43.99	0.43	4.02	1.1E-6	0.0010	0.0003	0.83	0.0003	3.18E-6	0.002	0.075

Settlement of Unsaturated Sands=0.075 in.
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=2.00 ft
S is cumulated settlement at this depth

Total Settlement of Saturated and Unsaturated Sands=0.075 in.
Differential Settlement=0.037 to 0.049 in.

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

---

1 atm (atmosphere) = 1.0581 tsf(1 tsf = 1 ton/ft2 = 2 kip/ft2)
1 atm (atmosphere) = 101.325 kPa(1 kPa = 1 kN/m2 = 0.001 Mpa)

SPT	Field data from Standard Penetration Test (SPT)
BPT	Field data from Becker Penetration Test (BPT)
qc	Field data from Cone Penetration Test (CPT) [atm (tsf)]
fs	Friction from CPT testing [atm (tsf)]
Rf	Ratio of fs/qc (%)
gamma	Total unit weight of soil
gamma'	Effective unit weight of soil
Fines	Fines content [%]
D50	Mean grain size
Dr	Relative Density

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sigma	Total vertical stress [atm]
sigma'	Effective vertical stress [atm]
sigC'	Effective confining pressure [atm]
rd	Acceleration reduction coefficient by Seed
a_max.	Peak Ground Acceleration (PGA) in ground surface
mZ	Linear acceleration reduction coefficient X depth
a_min.	Minimum acceleration under linear reduction, mZ
CRRv	CRR after overburden stress correction, CRRv=CRR7.5 * Ksig
CRR7.5	Cyclic resistance ratio (M=7.5)
Ksig	Overburden stress correction factor for CRR7.5
CRRm	After magnitude scaling correction CRRm=CRRv * MSF
MSF	Magnitude scaling factor from M=7.5 to user input M
CSR	Cyclic stress ratio induced by earthquake
CSRfs	CSRfs=CSR*fs1 (Default fs1=1)
fs1	First CSR curve in graphic defined in #9 of Advanced page
fs2	2nd CSR curve in graphic defined in #9 of Advanced page
F.S.	Calculated factor of safety against liquefaction F.S.=CRRm/CSRsf
Cebs	Energy Ratio, Borehole Dia., and Sampling Method Corrections
Cr	Rod Length Corrections
Cn	Overburden Pressure Correction
(N1)60	SPT after corrections, (N1)60=SPT * Cr * Cn * Cebs
d(N1)60	Fines correction of SPT
(N1)60f	(N1)60 after fines corrections, (N1)60f=(N1)60 + d(N1)60
Cq	Overburden stress correction factor
qc1	CPT after Overburden stress correction
dqc1	Fines correction of CPT
qc1f	CPT after Fines and Overburden correction, qc1f=qc1 + dqc1
qc1n	CPT after normalization in Robertson's method
Kc	Fine correction factor in Robertson's Method
qc1f	CPT after Fines correction in Robertson's Method
Ic	Soil type index in Suzuki's and Robertson's Methods
(N1)60s	(N1)60 after settlement fines corrections
CSRm	After magnitude scaling correction for Settlement calculation CSRm=CSRsf / MSF*
CSRfs	Cyclic stress ratio induced by earthquake with user inputed fs
MSF*	Scaling factor from CSR, MSF*=1, based on Item 2 of Page C.
ec	Volumetric strain for saturated sands
dz	Calculation segment, dz=0.050 ft
dsz	Settlement in each segment, dz
dp	User defined print interval
dsp	Settlement in each print interval, dp
Gmax	Shear Modulus at low strain
g_eff	gamma_eff, Effective shear Strain
g*Ge/Gm	gamma_eff * G_eff/G_max, Strain-modulus ratio
ec7.5	Volumetric Strain for magnitude=7.5
Cec	Magnitude correction factor for any magnitude
ec	Volumetric strain for unsaturated sands, ec=Cec * ec7.5
NoLiq	No-Liquefy Soils

References:

1. NCEER Workshop on Evaluation of Liquefaction Resistance of Soils. Youd, T.L., and Idriss, I.M., eds., Technical Report NCEER 97-0022.
SP117. Southern California Earthquake Center. Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for
Analyzing and Mitigating Liquefaction in California. University of Southern California. March 1999.
2. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING AND SEISMIC SITE RESPONSE EVALUATION, Paper No. SPL-2, PROCEEDINGS: Fourth
International Conference on Recent Advances in Geotechnical Earthquake Engineering and Soil Dynamics, San Diego, CA, March 2001.
3. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING: A UNIFIED AND CONSISTENT FRAMEWORK, Earthquake Engineering Research Center,
Report No. EERC 2003-06 by R.B Seed and etc. April 2003.

Note: Print Interval you selected does not show complete results. To get complete results, you should select 'Segment' in Print Interval (Item 12, Page C).

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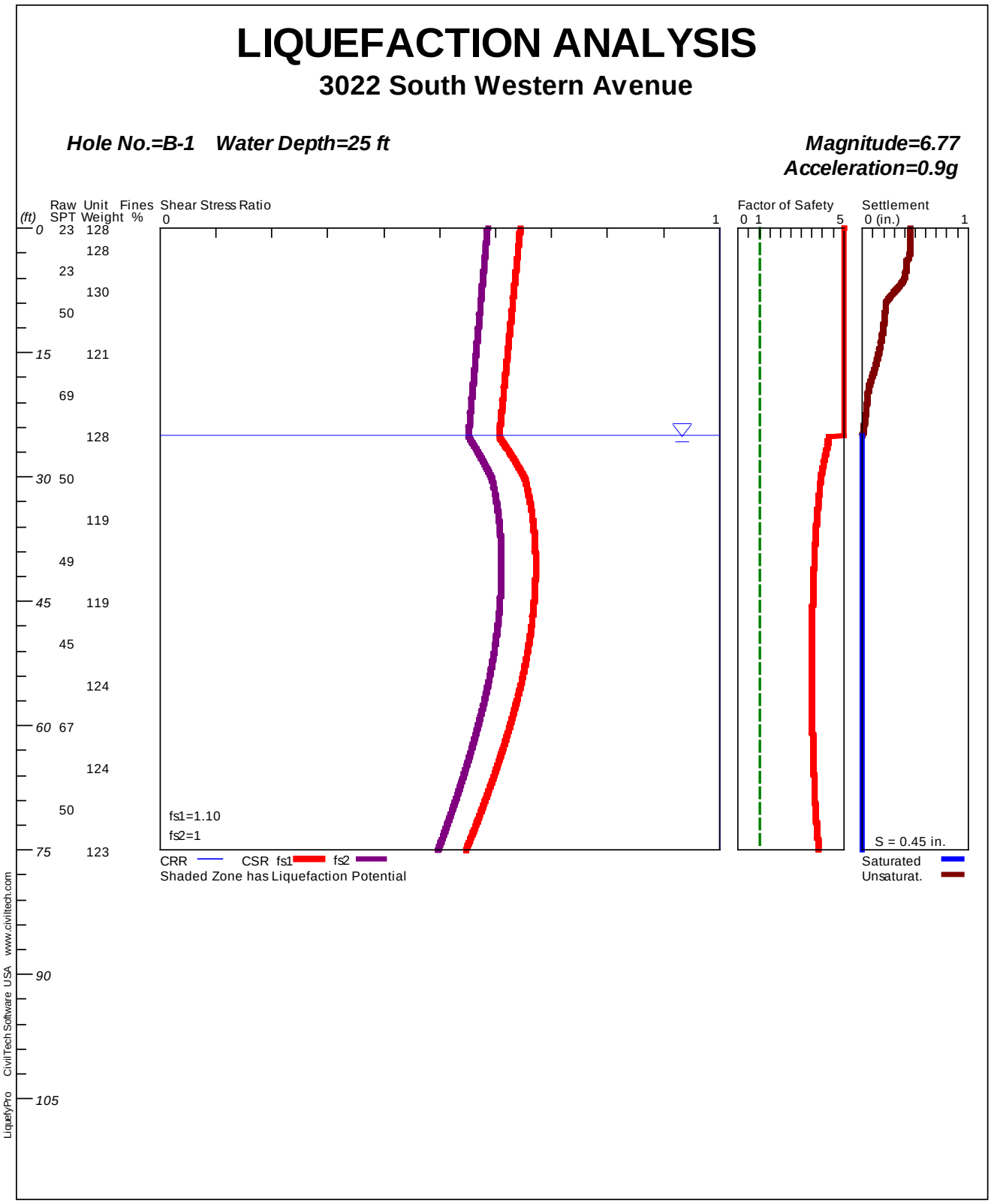
LIQUEFACTION ANALYSIS
3022 South Western Avenue
Hole No.=B-1 Water Depth=25 ft
Magnitude=6.77
Acceleration=0.9g
(ft)
Raw SPT
Unit Weight
Fines %
Shear Stress Ratio
0
1
Factor of Safety
0 1 5
Settlement
0 (in.) 1
0 23 128
23 128
50 23
15 50 130
69 121
30 128
50 50
119
49
45 119
45
124
60 67
124
50
75 123
90
105
fs1=1.10
fs2=1
CRR
CSR fs1 fs2
Shaded Zone has Liquefaction Potential
S = 0.45 in.
Saturated
Unsaturat.
LiquefyPro CivilTech Software USA www.civiltech.com

```
**********************************************************************************************
                                LIQUEFACTION ANALYSIS CALCULATION DETAILS
                                     Copyright by CivilTech Software
                                          www.civiltech.com
**********************************************************************************************
       Font: Courier New, Regular, Size 8 is recommended for this report.
       Licensed to ,  9/8/2022       4:47:28 PM

       Input File Name: Z:\OUR DOCUMENTS\Liquefaction Analysis\22-02119 B-1.liq
       Title:  3022 South Western Avenue
       Subtitle:  22-02119

 Input Data:
       Surface Elev.=
       Hole No.=B-1
       Depth of Hole=75.00 ft
       Water Table during Earthquake= 25.00 ft
       Water Table during In-Situ Testing= 70.00 ft
       Max. Acceleration=0.9 g
       Earthquake Magnitude=6.77
       No-Liquefiable Soils:   CL, OL are Non-Liq. Soil
       1. SPT or BPT Calculation.
       2. Settlement Analysis Method: Ishihara / Yoshimine
       3. Fines Correction for Liquefaction: Stark/Olson et al.*
       4. Fine Correction for Settlement: During Liquefaction*
       5. Settlement Calculation in: All zones*
       6. Hammer Energy Ratio,                                  Ce = 1.25
       7. Borehole Diameter,                                     Cb= 1
       8. Sampling Method,                                      Cs= 1.2
       9. User request factor of safety (apply to CSR) ,   User= 1.1
          Plot two CSR (fs1=User, fs2=1)
       10. Average two input data between two Depths: Yes*
       * Recommended Options

       In-Situ Test Data:
       Depth   SPT     Gamma   Fines
       ft              pcf     %
       ____________________________________
       0.00    23.00   128.00  0.00
       2.50    23.00   128.00  0.00
       5.00    23.00   128.00  0.00
       7.50    23.00   130.00  0.00
       10.00   50.00   130.00  0.00
       12.50   50.00   130.00  0.00
       15.00   50.00   121.00  0.00
       17.50   50.00   121.00  0.00
       20.00   69.00   121.00  0.00
       22.50   69.00   121.00  0.00
       25.00   69.00   128.00  0.00
       27.50   69.00   128.00  0.00
       30.00   50.00   128.00  0.00
       32.50   50.00   128.00  0.00
       35.00   50.00   119.00  0.00
       37.50   50.00   119.00  0.00
       40.00   49.00   119.00  0.00
       42.50   49.00   119.00  0.00
       45.00   49.00   119.00  0.00
       47.50   49.00   119.00  0.00
       50.00   45.00   119.00  0.00
       52.50   45.00   119.00  0.00
       55.00   45.00   124.00  0.00
       57.50   45.00   124.00  0.00
       60.00   67.00   124.00  0.00
       62.50   67.00   124.00  0.00
       65.00   67.00   124.00  0.00
       67.50   67.00   124.00  0.00
       70.00   50.00   124.00  0.00
       72.50   50.00   124.00  0.00
       75.00   50.00   123.00  0.00
       ____________________________________
```

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Output Results:
Calculation segment, dz=0.050 ft
User defined Print Interval, dp=2.00 ft

Peak Ground Acceleration (PGA), a_max = 0.90g

CSR Calculation:

Depth ft	gamma pcf	sigma atm	gamma' pcf	sigma' atm	rd	mZ g	a(z) g	CSR	x fs1	=CSRfs
0.00	128.00	0.000	128.00	0.000	1.00	0.000	0.900	0.58	1.10	0.64
2.00	128.00	0.121	128.00	0.121	1.00	0.000	0.900	0.58	1.10	0.64
4.00	128.00	0.242	128.00	0.242	0.99	0.000	0.900	0.58	1.10	0.64
6.00	128.80	0.363	128.80	0.363	0.99	0.000	0.900	0.58	1.10	0.63
8.00	130.00	0.486	130.00	0.486	0.98	0.000	0.900	0.57	1.10	0.63
10.00	130.00	0.608	130.00	0.608	0.98	0.000	0.900	0.57	1.10	0.63
12.00	130.00	0.731	130.00	0.731	0.97	0.000	0.900	0.57	1.10	0.63
14.00	124.60	0.852	124.60	0.852	0.97	0.000	0.900	0.57	1.10	0.62
16.00	121.00	0.968	121.00	0.968	0.96	0.000	0.900	0.56	1.10	0.62
18.00	121.00	1.082	121.00	1.082	0.96	0.000	0.900	0.56	1.10	0.62
20.00	121.00	1.196	121.00	1.196	0.95	0.000	0.900	0.56	1.10	0.61
22.00	121.00	1.311	121.00	1.311	0.95	0.000	0.900	0.55	1.10	0.61
24.00	125.20	1.426	125.20	1.426	0.94	0.000	0.900	0.55	1.10	0.61
26.00	128.00	1.547	65.60	1.519	0.94	0.000	0.900	0.56	1.10	0.62
28.00	128.00	1.668	65.60	1.581	0.93	0.000	0.900	0.58	1.10	0.63
30.00	128.00	1.789	65.60	1.643	0.93	0.000	0.900	0.59	1.10	0.65
32.00	128.00	1.910	65.60	1.705	0.91	0.000	0.900	0.60	1.10	0.66
34.00	122.60	2.029	60.20	1.765	0.90	0.000	0.900	0.60	1.10	0.66
36.00	119.00	2.142	56.60	1.819	0.88	0.000	0.900	0.61	1.10	0.67
38.00	119.00	2.255	56.60	1.873	0.86	0.000	0.900	0.61	1.10	0.67
40.00	119.00	2.367	56.60	1.926	0.85	0.000	0.900	0.61	1.10	0.67
42.00	119.00	2.479	56.60	1.980	0.83	0.000	0.900	0.61	1.10	0.67
44.00	119.00	2.592	56.60	2.033	0.82	0.000	0.900	0.61	1.10	0.67
46.00	119.00	2.704	56.60	2.087	0.80	0.000	0.900	0.61	1.10	0.67
48.00	119.00	2.817	56.60	2.140	0.78	0.000	0.900	0.60	1.10	0.66
50.00	119.00	2.929	56.60	2.194	0.77	0.000	0.900	0.60	1.10	0.66
52.00	119.00	3.042	56.60	2.247	0.75	0.000	0.900	0.59	1.10	0.65
54.00	122.00	3.155	59.60	2.302	0.73	0.000	0.900	0.59	1.10	0.65
56.00	124.00	3.272	61.60	2.359	0.72	0.000	0.900	0.58	1.10	0.64
58.00	124.00	3.389	61.60	2.418	0.70	0.000	0.900	0.58	1.10	0.63
60.00	124.00	3.506	61.60	2.476	0.69	0.000	0.900	0.57	1.10	0.62
62.00	124.00	3.624	61.60	2.534	0.67	0.000	0.900	0.56	1.10	0.62
64.00	124.00	3.741	61.60	2.592	0.65	0.000	0.900	0.55	1.10	0.61
66.00	124.00	3.858	61.60	2.650	0.64	0.000	0.900	0.54	1.10	0.60
68.00	124.00	3.975	61.60	2.709	0.62	0.000	0.900	0.53	1.10	0.59
70.00	124.00	4.092	61.60	2.767	0.60	0.000	0.900	0.52	1.10	0.58
72.00	124.00	4.209	61.60	2.825	0.59	0.000	0.900	0.51	1.10	0.56
74.00	123.40	4.326	61.00	2.883	0.57	0.000	0.900	0.50	1.10	0.55

CSR is based on water table at 25.00 during earthquake

CRR Calculation from SPT or BPT data:

Depth ft	SPT	Cebs	Cr	sigma' atm	Cn	(N1)60	Fines %	d(N1)60	(N1)60f	CRR7.5
0.00	23.00	1.50	0.75	0.000	1.70	43.99	0.00	0.00	43.99	2.00
2.00	23.00	1.50	0.75	0.121	1.70	43.99	0.00	0.00	43.99	2.00
4.00	23.00	1.50	0.75	0.242	1.70	43.99	0.00	0.00	43.99	2.00
6.00	23.00	1.50	0.75	0.363	1.66	42.94	0.00	0.00	42.94	2.00
8.00	28.40	1.50	0.75	0.486	1.44	45.85	0.00	0.00	45.85	2.00
10.00	50.00	1.50	0.85	0.608	1.28	81.73	0.00	0.00	81.73	2.00
12.00	50.00	1.50	0.85	0.731	1.17	74.55	0.00	0.00	74.55	2.00
14.00	50.00	1.50	0.85	0.852	1.08	69.05	0.00	0.00	69.05	2.00
16.00	50.00	1.50	0.95	0.968	1.02	72.44	0.00	0.00	72.44	2.00
18.00	53.80	1.50	0.95	1.082	0.96	73.71	0.00	0.00	73.71	2.00
20.00	69.00	1.50	0.95	1.196	0.91	89.90	0.00	0.00	89.90	2.00
22.00	69.00	1.50	0.95	1.311	0.87	85.89	0.00	0.00	85.89	2.00
24.00	69.00	1.50	0.95	1.426	0.84	82.33	0.00	0.00	82.33	2.00
26.00	69.00	1.50	0.95	1.547	0.80	79.06	0.00	0.00	79.06	2.00
28.00	65.20	1.50	1.00	1.668	0.77	75.74	0.00	0.00	75.74	2.00
30.00	50.00	1.50	1.00	1.789	0.75	56.08	0.00	0.00	56.08	2.00
32.00	50.00	1.50	1.00	1.910	0.72	54.27	0.00	0.00	54.27	2.00

DRAFT

34.00	50.00	1.50	1.00	2.029	0.70	52.66	0.00	0.00	52.66	2.00
36.00	50.00	1.50	1.00	2.142	0.68	51.24	0.00	0.00	51.24	2.00
38.00	49.80	1.50	1.00	2.255	0.67	49.75	0.00	0.00	49.75	2.00
40.00	49.00	1.50	1.00	2.367	0.65	47.77	0.00	0.00	47.77	2.00
42.00	49.00	1.50	1.00	2.479	0.64	46.68	0.00	0.00	46.68	2.00
44.00	49.00	1.50	1.00	2.592	0.62	45.65	0.00	0.00	45.65	2.00
46.00	49.00	1.50	1.00	2.704	0.61	44.69	0.00	0.00	44.69	2.00
48.00	48.20	1.50	1.00	2.817	0.60	43.08	0.00	0.00	43.08	2.00
50.00	45.00	1.50	1.00	2.929	0.58	39.44	0.00	0.00	39.44	2.00
52.00	45.00	1.50	1.00	3.042	0.57	38.70	0.00	0.00	38.70	2.00
54.00	45.00	1.50	1.00	3.155	0.56	38.00	0.00	0.00	38.00	2.00
56.00	45.00	1.50	1.00	3.272	0.55	37.32	0.00	0.00	37.32	2.00
58.00	49.39	1.50	1.00	3.389	0.54	40.25	0.00	0.00	40.25	2.00
60.00	66.99	1.50	1.00	3.506	0.53	53.67	0.00	0.00	53.67	2.00
62.00	67.00	1.50	1.00	3.624	0.53	52.80	0.00	0.00	52.80	2.00
64.00	67.00	1.50	1.00	3.741	0.52	51.96	0.00	0.00	51.96	2.00
66.00	67.00	1.50	1.00	3.858	0.51	51.17	0.00	0.00	51.17	2.00
68.00	63.60	1.50	1.00	3.975	0.50	47.85	0.00	0.00	47.85	2.00
70.00	50.00	1.50	1.00	4.092	0.49	37.08	0.00	0.00	37.08	2.00
72.00	50.00	1.50	1.00	4.152	0.49	36.81	0.00	0.00	36.81	2.00
74.00	50.00	1.50	1.00	4.210	0.49	36.55	0.00	0.00	36.55	2.00

CRR is based on water table at 70.00 during In-Situ Testing

Factor of Safety, - Earthquake Magnitude= 6.77:

Depth ft	sigC' atm	CRR7.5	x Ksig	=CRRv	x MSF	=CRRm	CSRfs	F.S.=CRRm/CSRfs
0.00	0.00	2.00	1.00	2.00	1.30	2.60	0.64	5.00
2.00	0.08	2.00	1.00	2.00	1.30	2.60	0.64	5.00
4.00	0.16	2.00	1.00	2.00	1.30	2.60	0.64	5.00
6.00	0.24	2.00	1.00	2.00	1.30	2.60	0.63	5.00
8.00	0.32	2.00	1.00	2.00	1.30	2.60	0.63	5.00
10.00	0.40	2.00	1.00	2.00	1.30	2.60	0.63	5.00
12.00	0.48	2.00	1.00	2.00	1.30	2.60	0.63	5.00
14.00	0.55	2.00	1.00	2.00	1.30	2.60	0.62	5.00
16.00	0.63	2.00	1.00	2.00	1.30	2.60	0.62	5.00
18.00	0.70	2.00	1.00	2.00	1.30	2.60	0.62	5.00
20.00	0.78	2.00	1.00	2.00	1.30	2.60	0.61	5.00
22.00	0.85	2.00	1.00	2.00	1.30	2.60	0.61	5.00
24.00	0.93	2.00	1.00	2.00	1.30	2.60	0.61	5.00
26.00	1.01	2.00	1.01	2.01	1.30	2.61	0.62	4.24
28.00	1.08	2.00	0.99	1.99	1.30	2.58	0.63	4.07
30.00	1.16	2.00	0.98	1.96	1.30	2.55	0.65	3.91
32.00	1.24	2.00	0.97	1.94	1.30	2.52	0.66	3.82
34.00	1.32	2.00	0.96	1.92	1.30	2.49	0.66	3.75
36.00	1.39	2.00	0.95	1.90	1.30	2.46	0.67	3.69
38.00	1.47	2.00	0.94	1.87	1.30	2.44	0.67	3.64
40.00	1.54	2.00	0.93	1.86	1.30	2.41	0.67	3.59
42.00	1.61	2.00	0.92	1.84	1.30	2.39	0.67	3.56
44.00	1.68	2.00	0.91	1.82	1.30	2.36	0.67	3.53
46.00	1.76	2.00	0.90	1.80	1.30	2.34	0.67	3.51
48.00	1.83	2.00	0.89	1.78	1.30	2.32	0.66	3.49
50.00	1.90	2.00	0.88	1.77	1.30	2.29	0.66	3.48
52.00	1.98	2.00	0.87	1.75	1.30	2.27	0.65	3.47
54.00	2.05	2.00	0.87	1.73	1.30	2.25	0.65	3.47
56.00	2.13	2.00	0.86	1.72	1.30	2.23	0.64	3.48
58.00	2.20	2.00	0.85	1.70	1.30	2.21	0.63	3.49
60.00	2.28	2.00	0.84	1.68	1.30	2.19	0.62	3.50
62.00	2.36	2.00	0.83	1.67	1.30	2.17	0.62	3.52
64.00	2.43	2.00	0.83	1.66	1.30	2.15	0.61	3.55
66.00	2.51	2.00	0.82	1.64	1.30	2.13	0.60	3.57
68.00	2.58	2.00	0.81	1.63	1.30	2.11	0.59	3.61
70.00	2.66	2.00	0.81	1.61	1.30	2.10	0.58	3.65
72.00	2.70	2.00	0.80	1.61	1.30	2.09	0.56	3.70
74.00	2.74	2.00	0.80	1.60	1.30	2.08	0.55	3.77

* F.S.<1: Liquefaction Potential Zone. (If above water table: F.S.=5)
^ No-liquefiable Soils or above Water Table.
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

CPT convert to SPT for Settlement Analysis:

DRAFT

Fines Correction for Settlement Analysis:

Depth ft	Ic	qc/N60	qc1 atm	(N1)60	Fines %	d(N1)60	(N1)60s
0.00	-	-	-	43.99	0.00	0.00	43.99
2.00	-	-	-	43.99	0.00	0.00	43.99
4.00	-	-	-	43.99	0.00	0.00	43.99
6.00	-	-	-	42.94	0.00	0.00	42.94
8.00	-	-	-	45.85	0.00	0.00	45.85
10.00	-	-	-	81.73	0.00	0.00	81.73
12.00	-	-	-	74.55	0.00	0.00	74.55
14.00	-	-	-	69.05	0.00	0.00	69.05
16.00	-	-	-	72.44	0.00	0.00	72.44
18.00	-	-	-	73.71	0.00	0.00	73.71
20.00	-	-	-	89.90	0.00	0.00	89.90
22.00	-	-	-	85.89	0.00	0.00	85.89
24.00	-	-	-	82.33	0.00	0.00	82.33
26.00	-	-	-	79.06	0.00	0.00	79.06
28.00	-	-	-	75.74	0.00	0.00	75.74
30.00	-	-	-	56.08	0.00	0.00	56.08
32.00	-	-	-	54.27	0.00	0.00	54.27
34.00	-	-	-	52.66	0.00	0.00	52.66
36.00	-	-	-	51.24	0.00	0.00	51.24
38.00	-	-	-	49.75	0.00	0.00	49.75
40.00	-	-	-	47.77	0.00	0.00	47.77
42.00	-	-	-	46.68	0.00	0.00	46.68
44.00	-	-	-	45.65	0.00	0.00	45.65
46.00	-	-	-	44.69	0.00	0.00	44.69
48.00	-	-	-	43.08	0.00	0.00	43.08
50.00	-	-	-	39.44	0.00	0.00	39.44
52.00	-	-	-	38.70	0.00	0.00	38.70
54.00	-	-	-	38.00	0.00	0.00	38.00
56.00	-	-	-	37.32	0.00	0.00	37.32
58.00	-	-	-	40.25	0.00	0.00	40.25
60.00	-	-	-	53.67	0.00	0.00	53.67
62.00	-	-	-	52.80	0.00	0.00	52.80
64.00	-	-	-	51.96	0.00	0.00	51.96
66.00	-	-	-	51.17	0.00	0.00	51.17
68.00	-	-	-	47.85	0.00	0.00	47.85
70.00	-	-	-	37.08	0.00	0.00	37.08
72.00	-	-	-	36.81	0.00	0.00	36.81
74.00	-	-	-	36.55	0.00	0.00	36.55

(N1)60s has been fines corrected in liquefaction analysis, therefore d(N1)60=0.
Fines=NoLiq means the soils are not liquefiable.

Settlement of Saturated Sands:
Settlement Analysis Method: Ishihara / Yoshimine

Depth ft	CSRsf	/ MSF*	=CSRm	F.S.	Fines %	(N1)60s	Dr %	ec %	dsz in.	dsp in.	S in.
74.95	0.55	1.00	0.55	3.80	0.00	36.43	100.00	0.000	0.0E0	0.000	0.000
74.00	0.55	1.00	0.55	3.77	0.00	36.55	100.00	0.000	0.0E0	0.000	0.000
72.00	0.56	1.00	0.56	3.70	0.00	36.81	100.00	0.000	0.0E0	0.000	0.000
70.00	0.58	1.00	0.58	3.65	0.00	37.08	100.00	0.000	0.0E0	0.000	0.000
68.00	0.59	1.00	0.59	3.61	0.00	47.85	100.00	0.000	0.0E0	0.000	0.000
66.00	0.60	1.00	0.60	3.57	0.00	51.17	100.00	0.000	0.0E0	0.000	0.000
64.00	0.61	1.00	0.61	3.55	0.00	51.96	100.00	0.000	0.0E0	0.000	0.000
62.00	0.62	1.00	0.62	3.52	0.00	52.80	100.00	0.000	0.0E0	0.000	0.000
60.00	0.62	1.00	0.62	3.50	0.00	53.67	100.00	0.000	0.0E0	0.000	0.000
58.00	0.63	1.00	0.63	3.49	0.00	40.25	100.00	0.000	0.0E0	0.000	0.000
56.00	0.64	1.00	0.64	3.48	0.00	37.32	100.00	0.000	0.0E0	0.000	0.000
54.00	0.65	1.00	0.65	3.47	0.00	38.00	100.00	0.000	0.0E0	0.000	0.000
52.00	0.65	1.00	0.65	3.47	0.00	38.70	100.00	0.000	0.0E0	0.000	0.000
50.00	0.66	1.00	0.66	3.48	0.00	39.44	100.00	0.000	0.0E0	0.000	0.000
48.00	0.66	1.00	0.66	3.49	0.00	43.08	100.00	0.000	0.0E0	0.000	0.000
46.00	0.67	1.00	0.67	3.51	0.00	44.69	100.00	0.000	0.0E0	0.000	0.000
44.00	0.67	1.00	0.67	3.53	0.00	45.65	100.00	0.000	0.0E0	0.000	0.000
42.00	0.67	1.00	0.67	3.56	0.00	46.68	100.00	0.000	0.0E0	0.000	0.000
40.00	0.67	1.00	0.67	3.59	0.00	47.77	100.00	0.000	0.0E0	0.000	0.000
38.00	0.67	1.00	0.67	3.64	0.00	49.75	100.00	0.000	0.0E0	0.000	0.000
36.00	0.67	1.00	0.67	3.69	0.00	51.24	100.00	0.000	0.0E0	0.000	0.000

DRAFT

34.00	0.66	1.00	0.66	3.75	0.00	52.66	100.00	0.000	0.0E0	0.000	0.000
32.00	0.66	1.00	0.66	3.82	0.00	54.27	100.00	0.000	0.0E0	0.000	0.000
30.00	0.65	1.00	0.65	3.91	0.00	56.08	100.00	0.000	0.0E0	0.000	0.000
28.00	0.63	1.00	0.63	4.07	0.00	75.74	100.00	0.000	0.0E0	0.000	0.000
26.00	0.62	1.00	0.62	4.24	0.00	79.06	100.00	0.000	0.0E0	0.000	0.000
25.05	0.61	1.00	0.61	4.29	0.00	80.57	100.00	0.000	0.0E0	0.000	0.000

No Settlement of Saturated Sands

Settlement of Saturated Sands=0.000 in.
qc1 and (N1)60 is after fines correction in liquefaction analysis
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=2.00 ft
S is cumulated settlement at this depth

Settlement of Unsaturated Sands:

Depth ft	sigma' atm	sigC' atm	(N1)60s	CSRsf	Gmax atm	g*Ge/Gm	g_eff	ec7.5 %	Cec	ec %	dsz in.	dsp in.	S in.
25.00	1.49	0.97	80.65	0.61	1896.33	4.7E-4	0.1849	0.0585	0.86	0.0503	6.04E-4	0.001	0.001
24.00	1.43	0.93	82.33	0.61	1870.53	4.6E-4	0.1710	0.0541	0.86	0.0465	5.58E-4	0.012	0.012
22.00	1.31	0.85	85.89	0.61	1818.45	4.4E-4	0.1464	0.0463	0.86	0.0398	4.78E-4	0.021	0.033
20.00	1.20	0.78	89.90	0.61	1763.92	4.2E-4	0.1250	0.0395	0.86	0.0340	4.08E-4	0.018	0.051
18.00	1.08	0.70	73.71	0.62	1570.14	4.2E-4	0.3848	0.1217	0.86	0.1047	1.26E-3	0.037	0.088
16.00	0.97	0.63	72.44	0.62	1476.27	4.1E-4	0.3035	0.0960	0.86	0.0826	9.91E-4	0.047	0.135
14.00	0.85	0.55	69.05	0.62	1363.67	3.9E-4	0.2459	0.0778	0.86	0.0669	8.03E-4	0.035	0.170
12.00	0.73	0.48	74.55	0.63	1295.78	3.5E-4	0.1595	0.0504	0.86	0.0434	5.21E-4	0.026	0.196
10.00	0.61	0.40	81.73	0.63	1218.68	3.1E-4	0.1020	0.0323	0.86	0.0278	3.33E-4	0.017	0.212
8.00	0.49	0.32	45.85	0.63	898.08	3.4E-4	1.0000	0.3162	0.86	0.2721	3.27E-3	0.064	0.276
6.00	0.36	0.24	42.94	0.63	759.86	3.0E-4	0.4050	0.1281	0.86	0.1102	1.32E-3	0.119	0.395
4.00	0.24	0.16	43.99	0.64	625.27	2.5E-4	0.0702	0.0222	0.86	0.0191	2.29E-4	0.022	0.417
2.00	0.12	0.08	43.99	0.64	442.14	1.8E-4	0.0400	0.0127	0.86	0.0109	1.31E-4	0.035	0.451
0.00	0.00	0.00	43.99	0.64	4.02	1.6E-6	0.0010	0.0003	0.86	0.0003	3.32E-6	0.003	0.454

Settlement of Unsaturated Sands=0.454 in.
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=2.00 ft
S is cumulated settlement at this depth

Total Settlement of Saturated and Unsaturated Sands=0.454 in.
Differential Settlement=0.227 to 0.300 in.

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

---

1 atm (atmosphere) = 1.0581 tsf(1 tsf = 1 ton/ft2 = 2 kip/ft2)
1 atm (atmosphere) = 101.325 kPa(1 kPa = 1 kN/m2 = 0.001 Mpa)

SPT	Field data from Standard Penetration Test (SPT)
BPT	Field data from Becker Penetration Test (BPT)
qc	Field data from Cone Penetration Test (CPT) [atm (tsf)]
fs	Friction from CPT testing [atm (tsf)]
Rf	Ratio of fs/qc (%)
gamma	Total unit weight of soil
gamma'	Effective unit weight of soil
Fines	Fines content [%]
D50	Mean grain size
Dr	Relative Density

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sigma	Total vertical stress [atm]
sigma'	Effective vertical stress [atm]
sigC'	Effective confining pressure [atm]
rd	Acceleration reduction coefficient by Seed
a_max.	Peak Ground Acceleration (PGA) in ground surface
mZ	Linear acceleration reduction coefficient X depth
a_min.	Minimum acceleration under linear reduction, mZ
CRRv	CRR after overburden stress correction, CRRv=CRR7.5 * Ksig
CRR7.5	Cyclic resistance ratio (M=7.5)
Ksig	Overburden stress correction factor for CRR7.5
CRRm	After magnitude scaling correction CRRm=CRRv * MSF
MSF	Magnitude scaling factor from M=7.5 to user input M
CSR	Cyclic stress ratio induced by earthquake
CSRfs	CSRfs=CSR*fs1 (Default fs1=1)
fs1	First CSR curve in graphic defined in #9 of Advanced page
fs2	2nd CSR curve in graphic defined in #9 of Advanced page
F.S.	Calculated factor of safety against liquefaction F.S.=CRRm/CSRsf
Cebs	Energy Ratio, Borehole Dia., and Sampling Method Corrections
Cr	Rod Length Corrections
Cn	Overburden Pressure Correction
(N1)60	SPT after corrections, (N1)60=SPT * Cr * Cn * Cebs
d(N1)60	Fines correction of SPT
(N1)60f	(N1)60 after fines corrections, (N1)60f=(N1)60 + d(N1)60
Cq	Overburden stress correction factor
qc1	CPT after Overburden stress correction
dqc1	Fines correction of CPT
qc1f	CPT after Fines and Overburden correction, qc1f=qc1 + dqc1
qc1n	CPT after normalization in Robertson's method
Kc	Fine correction factor in Robertson's Method
qc1f	CPT after Fines correction in Robertson's Method
Ic	Soil type index in Suzuki's and Robertson's Methods
(N1)60s	(N1)60 after settlement fines corrections
CSRm	After magnitude scaling correction for Settlement calculation CSRm=CSRsf / MSF*
CSRfs	Cyclic stress ratio induced by earthquake with user inputed fs
MSF*	Scaling factor from CSR, MSF*=1, based on Item 2 of Page C.
ec	Volumetric strain for saturated sands
dz	Calculation segment, dz=0.050 ft
dsz	Settlement in each segment, dz
dp	User defined print interval
dsp	Settlement in each print interval, dp
Gmax	Shear Modulus at low strain
g_eff	gamma_eff, Effective shear Strain
g*Ge/Gm	gamma_eff * G_eff/G_max, Strain-modulus ratio
ec7.5	Volumetric Strain for magnitude=7.5
Cec	Magnitude correction factor for any magnitude
ec	Volumetric strain for unsaturated sands, ec=Cec * ec7.5
NoLiq	No-Liquefy Soils

References:

1. NCEER Workshop on Evaluation of Liquefaction Resistance of Soils. Youd, T.L., and Idriss, I.M., eds., Technical Report NCEER 97-0022.
SP117. Southern California Earthquake Center. Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for
Analyzing and Mitigating Liquefaction in California. University of Southern California. March 1999.
2. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING AND SEISMIC SITE RESPONSE EVALUATION, Paper No. SPL-2, PROCEEDINGS: Fourth
International Conference on Recent Advances in Geotechnical Earthquake Engineering and Soil Dynamics, San Diego, CA, March 2001.
3. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING: A UNIFIED AND CONSISTENT FRAMEWORK, Earthquake Engineering Research Center,
Report No. EERC 2003-06 by R.B Seed and etc. April 2003.

Note: Print Interval you selected does not show complete results. To get complete results, you should select 'Segment' in Print Interval (Item 12, Page C).

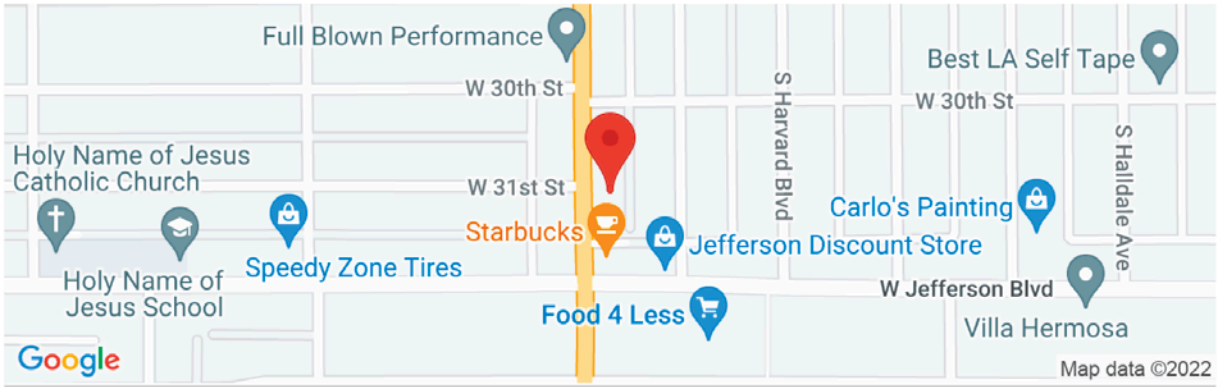
DRAFT

OSHPD

3022 South Western Ave

3022 S Western Ave, Los Angeles, CA 90018, USA

Latitude, Longitude: 34.0264162, -118.308616



Date	8/23/2022, 10:34:59 AM
Design Code Reference Document	ASCE7-16
Risk Category	II
Site Class	D - Stiff Soil

Type	Value	Description
S_S	1.918	MCE_R ground motion. (for 0.2 second period)
S_1	0.679	MCE_R ground motion. (for 1.0s period)
S_{MS}	1.918	Site-modified spectral acceleration value
S_{M1}	null -See Section 11.4.8	Site-modified spectral acceleration value
S_{DS}	1.279	Numeric seismic design value at 0.2 second SA
S_{D1}	null -See Section 11.4.8	Numeric seismic design value at 1.0 second SA

Type	Value	Description
SDC	null -See Section 11.4.8	Seismic design category
F_a	1	Site amplification factor at 0.2 second
F_v	null -See Section 11.4.8	Site amplification factor at 1.0 second
PGA	0.818	MCE_G peak ground acceleration
F_{PGA}	1.1	Site amplification factor at PGA
PGA_M	0.9	Site modified peak ground acceleration
T_L	8	Long-period transition period in seconds
SsRT	1.918	Probabilistic risk-targeted ground motion. (0.2 second)
SsUH	2.117	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration
SsD	2.358	Factored deterministic acceleration value. (0.2 second)
S1RT	0.679	Probabilistic risk-targeted ground motion. (1.0 second)
S1UH	0.752	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration.
S1D	0.789	Factored deterministic acceleration value. (1.0 second)
PGAd	0.951	Factored deterministic acceleration value. (Peak Ground Acceleration)
PGA_{UH}	0.818	Uniform-hazard (2% probability of exceedance in 50 years) Peak Ground Acceleration

Type	Value	Description
C_{RS}	0.906	Mapped value of the risk coefficient at short periods
C_{R1}	0.903	Mapped value of the risk coefficient at a period of 1 s
C_V	1.484	Vertical coefficient

U.S. Geological Survey - Earthquake Hazards Program

Unified Hazard Tool

Please do not use this tool to obtain ground motion parameter values for the design code reference documents covered by the U.S. Seismic Design Maps web tools (e.g., the International Building Code and the ASCE 7 or 41 Standard). The values returned by the two applications are not identical.

Input

Edition
Dynamic: Conterminous U.S. 2014 (u…

Spectral Period
Peak Ground Acceleration

Latitude
Decimal degrees
34.0264162

Time Horizon
Return period in years
2475

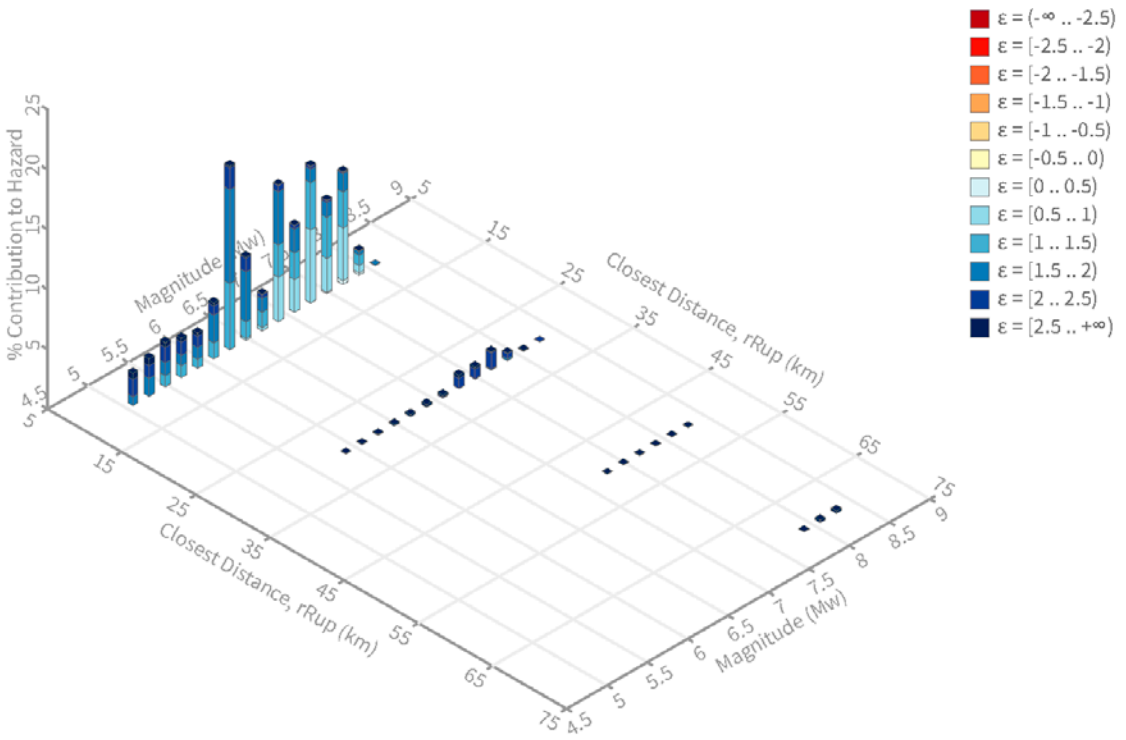
Longitude
Decimal degrees, negative values for western longitudes
-118.308616

Site Class
259 m/s (Site class D)

Deaggregation

Component

Total



Summary statistics for, Deaggregation: Total

Deaggregation targets

Return period: 2475 yrs
Exceedance rate: 0.0004040404 yr^{-1}
PGA ground motion: 0.84228745 g

Recovered targets

Return period: 2968.5189 yrs
Exceedance rate: 0.00033686833 yr^{-1}

Totals

Binned: 100 %
Residual: 0 %
Trace: 0.05 %

Mean (over all sources)

m: 6.77
r: 9.74 km
ε_0: 1.52 σ

Mode (largest m-r bin)

m: 6.35
r: 7.13 km
ε_0: 1.68 σ
Contribution: 15.28 %

Mode (largest m-r-ε_0 bin)

m: 6.35
r: 7.35 km
ε_0: 1.76 σ
Contribution: 7.83 %

Discretization

r: min = 0.0, max = 1000.0, Δ = 20.0 km
m: min = 4.4, max = 9.4, Δ = 0.2
ε: min = -3.0, max = 3.0, Δ = 0.5 σ

Epsilon keys

ε0: [-∞ .. -2.5)
ε1: [-2.5 .. -2.0)
ε2: [-2.0 .. -1.5)
ε3: [-1.5 .. -1.0)
ε4: [-1.0 .. -0.5)
ε5: [-0.5 .. 0.0)
ε6: [0.0 .. 0.5)
ε7: [0.5 .. 1.0)
ε8: [1.0 .. 1.5)
ε9: [1.5 .. 2.0)
ε10: [2.0 .. 2.5)
ε11: [2.5 .. +∞]

Deaggregation Contributors

Source Set ↳ Source	Type	r	m	ε_0	lon	lat	az	%
UC33brAvg_FM32	System							37.45
Newport-Inglewood alt 2 [8]		5.81	6.72	1.42	118.361°W	34.000°N	238.78	7.04
Puente Hills (LA) [1]		3.79	7.16	0.94	118.299°W	34.039°N	33.51	6.85
Compton [3]		12.91	7.39	0.86	118.414°W	33.865°N	208.39	3.90
Elysian Park (Upper) [2]		9.77	6.96	1.68	118.247°W	34.087°N	40.10	3.00
Newport-Inglewood alt 2 [6]		10.46	7.58	0.97	118.305°W	33.933°N	177.92	2.54
Santa Monica alt 2 [0]		8.66	7.44	1.40	118.348°W	34.096°N	335.06	2.17
San Vicente [0]		5.37	6.53	1.40	118.306°W	34.066°N	2.77	1.78
Hollywood [1]		10.03	7.08	1.66	118.331°W	34.113°N	347.73	1.57
Puente Hills (Santa Fe Springs) [1]		16.07	7.08	1.87	118.144°W	33.926°N	126.17	1.24
Compton [2]		12.98	7.12	1.02	118.394°W	33.858°N	202.77	1.24
UC33brAvg_FM31	System							36.06
Newport-Inglewood alt 1 [8]		6.17	6.64	1.49	118.369°W	34.006°N	248.18	8.41
Puente Hills [4]		7.68	7.16	1.28	118.275°W	34.062°N	38.44	4.46
Compton [3]		12.91	7.21	0.92	118.414°W	33.865°N	208.39	3.68
Elysian Park (Upper) [2]		9.77	6.84	1.73	118.247°W	34.087°N	40.10	3.39
Newport-Inglewood alt 1 [6]		10.49	7.58	0.96	118.316°W	33.933°N	183.68	3.34
Elysian Park (Upper) [1]		9.80	6.35	1.97	118.239°W	34.081°N	46.33	1.90
Hollywood [1]		10.03	7.41	1.49	118.331°W	34.113°N	347.73	1.63
Compton [2]		12.98	7.18	1.01	118.394°W	33.858°N	202.77	1.59
Newport-Inglewood alt 1 [7]		6.78	7.47	0.96	118.358°W	33.984°N	223.95	1.28
UC33brAvg_FM32 (opt)	Grid							13.49
PointSourceFinite: -118.309, 34.058		6.09	5.72	1.60	118.309°W	34.058°N	0.00	3.20
PointSourceFinite: -118.309, 34.058		6.09	5.72	1.60	118.309°W	34.058°N	0.00	3.20
PointSourceFinite: -118.309, 34.103		9.09	5.88	1.99	118.309°W	34.103°N	0.00	1.93
PointSourceFinite: -118.309, 34.103		9.09	5.88	1.99	118.309°W	34.103°N	0.00	1.93
UC33brAvg_FM31 (opt)	Grid							12.99
PointSourceFinite: -118.309, 34.058		6.08	5.72	1.61	118.309°W	34.058°N	0.00	3.04
PointSourceFinite: -118.309, 34.058		6.08	5.72	1.61	118.309°W	34.058°N	0.00	3.04
PointSourceFinite: -118.309, 34.103		9.10	5.87	2.00	118.309°W	34.103°N	0.00	1.92
PointSourceFinite: -118.309, 34.103		9.10	5.87	2.00	118.309°W	34.103°N	0.00	1.92

U.S. Geological Survey - Earthquake Hazards Program

Unified Hazard Tool

Please do not use this tool to obtain ground motion parameter values for the design code reference documents covered by the U.S. Seismic Design Maps web tools (e.g., the International Building Code and the ASCE 7 or 41 Standard). The values returned by the two applications are not identical.

Input

Edition
Dynamic: Conterminous U.S. 2014 (u…

Spectral Period
Peak Ground Acceleration

Latitude
Decimal degrees
34.0264162

Time Horizon
Return period in years
475

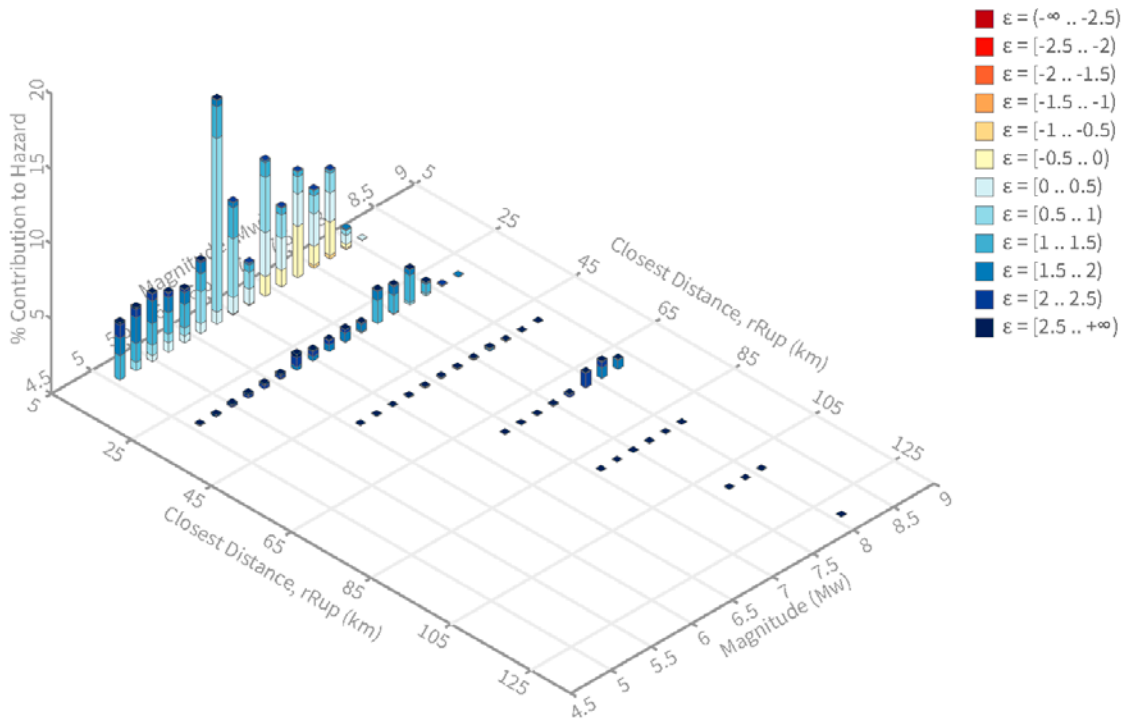
Longitude
Decimal degrees, negative values for western longitudes
-118.308616

Site Class
259 m/s (Site class D)

Deaggregation

Component

Total



Summary statistics for, Deaggregation: Total

Deaggregation targets

Return period: 475 yrs
Exceedance rate: 0.0021052632 yr^{-1}
PGA ground motion: 0.49831293 g

Recovered targets

Return period: 507.30968 yrs
Exceedance rate: 0.0019711826 yr^{-1}

Totals

Binned: 100 %
Residual: 0 %
Trace: 0.12 %

Mean (over all sources)

m: 6.66
r: 13.17 km
ε_0: 0.93 σ

Mode (largest m-r bin)

m: 6.35
r: 7.58 km
ε_0: 0.8 σ
Contribution: 14.95 %

Mode (largest m-r-ε_0 bin)

m: 6.35
r: 6.77 km
ε_0: 0.72 σ
Contribution: 11.58 %

Discretization

r: min = 0.0, max = 1000.0, Δ = 20.0 km
m: min = 4.4, max = 9.4, Δ = 0.2
ε: min = -3.0, max = 3.0, Δ = 0.5 σ

Epsilon keys

ε0: [-∞ .. -2.5)
ε1: [-2.5 .. -2.0)
ε2: [-2.0 .. -1.5)
ε3: [-1.5 .. -1.0)
ε4: [-1.0 .. -0.5)
ε5: [-0.5 .. 0.0)
ε6: [0.0 .. 0.5)
ε7: [0.5 .. 1.0)
ε8: [1.0 .. 1.5)
ε9: [1.5 .. 2.0)
ε10: [2.0 .. 2.5)
ε11: [2.5 .. +∞]

Deaggregation Contributors

Source Set ↳ Source	Type	r	m	ε_0	lon	lat	az	%
UC33brAvg_FM31	System							33.98
Newport-Inglewood alt 1 [8]		6.17	6.58	0.58	118.369°W	34.006°N	248.18	7.04
Elysian Park (Upper) [2]		9.77	6.79	0.79	118.247°W	34.087°N	40.10	3.46
Puente Hills [4]		7.68	7.13	0.34	118.275°W	34.062°N	38.44	3.18
Elysian Park (Upper) [1]		9.80	6.35	1.03	118.239°W	34.081°N	46.33	2.29
Compton [3]		12.91	7.20	-0.06	118.414°W	33.865°N	208.39	2.02
Newport-Inglewood alt 1 [6]		10.49	7.57	0.03	118.316°W	33.933°N	183.68	1.90
Palos Verdes [13]		21.67	7.19	1.50	118.455°W	33.874°N	218.56	1.44
Hollywood [1]		10.03	7.35	0.60	118.331°W	34.113°N	347.73	1.40
San Andreas (Mojave S) [7]		60.28	8.06	2.04	118.019°W	34.513°N	26.07	1.40
UC33brAvg_FM32	System							33.18
Newport-Inglewood alt 2 [8]		5.81	6.64	0.51	118.361°W	34.000°N	238.78	5.63
Puente Hills (LA) [1]		3.79	7.15	-0.02	118.299°W	34.039°N	33.51	3.83
Elysian Park (Upper) [2]		9.77	6.93	0.74	118.247°W	34.087°N	40.10	2.93
Compton [3]		12.91	7.37	-0.11	118.414°W	33.865°N	208.39	2.06
Santa Monica alt 2 [0]		8.66	7.40	0.47	118.348°W	34.096°N	335.06	1.71
Hollywood [1]		10.03	6.99	0.78	118.331°W	34.113°N	347.73	1.56
Newport-Inglewood alt 2 [6]		10.46	7.56	0.05	118.305°W	33.933°N	177.92	1.46
Puente Hills (Santa Fe Springs) [1]		16.07	7.04	0.96	118.144°W	33.926°N	126.17	1.44
San Andreas (Mojave S) [7]		60.28	8.05	2.04	118.019°W	34.513°N	26.07	1.40
San Vicente [0]		5.37	6.46	0.48	118.306°W	34.066°N	2.77	1.38
Palos Verdes [13]		21.67	7.24	1.49	118.455°W	33.874°N	218.56	1.36
UC33brAvg_FM32 (opt)	Grid							16.64
PointSourceFinite: -118.309, 34.058		6.15	5.66	0.83	118.309°W	34.058°N	0.00	2.60
PointSourceFinite: -118.309, 34.058		6.15	5.66	0.83	118.309°W	34.058°N	0.00	2.60
PointSourceFinite: -118.309, 34.103		9.38	5.76	1.26	118.309°W	34.103°N	0.00	2.30
PointSourceFinite: -118.309, 34.103		9.38	5.76	1.26	118.309°W	34.103°N	0.00	2.30
UC33brAvg_FM31 (opt)	Grid							16.19
PointSourceFinite: -118.309, 34.058		6.15	5.66	0.83	118.309°W	34.058°N	0.00	2.47
PointSourceFinite: -118.309, 34.058		6.15	5.66	0.83	118.309°W	34.058°N	0.00	2.47
PointSourceFinite: -118.309, 34.103		9.39	5.76	1.26	118.309°W	34.103°N	0.00	2.30
PointSourceFinite: -118.309, 34.103		9.39	5.76	1.26	118.309°W	34.103°N	0.00	2.30

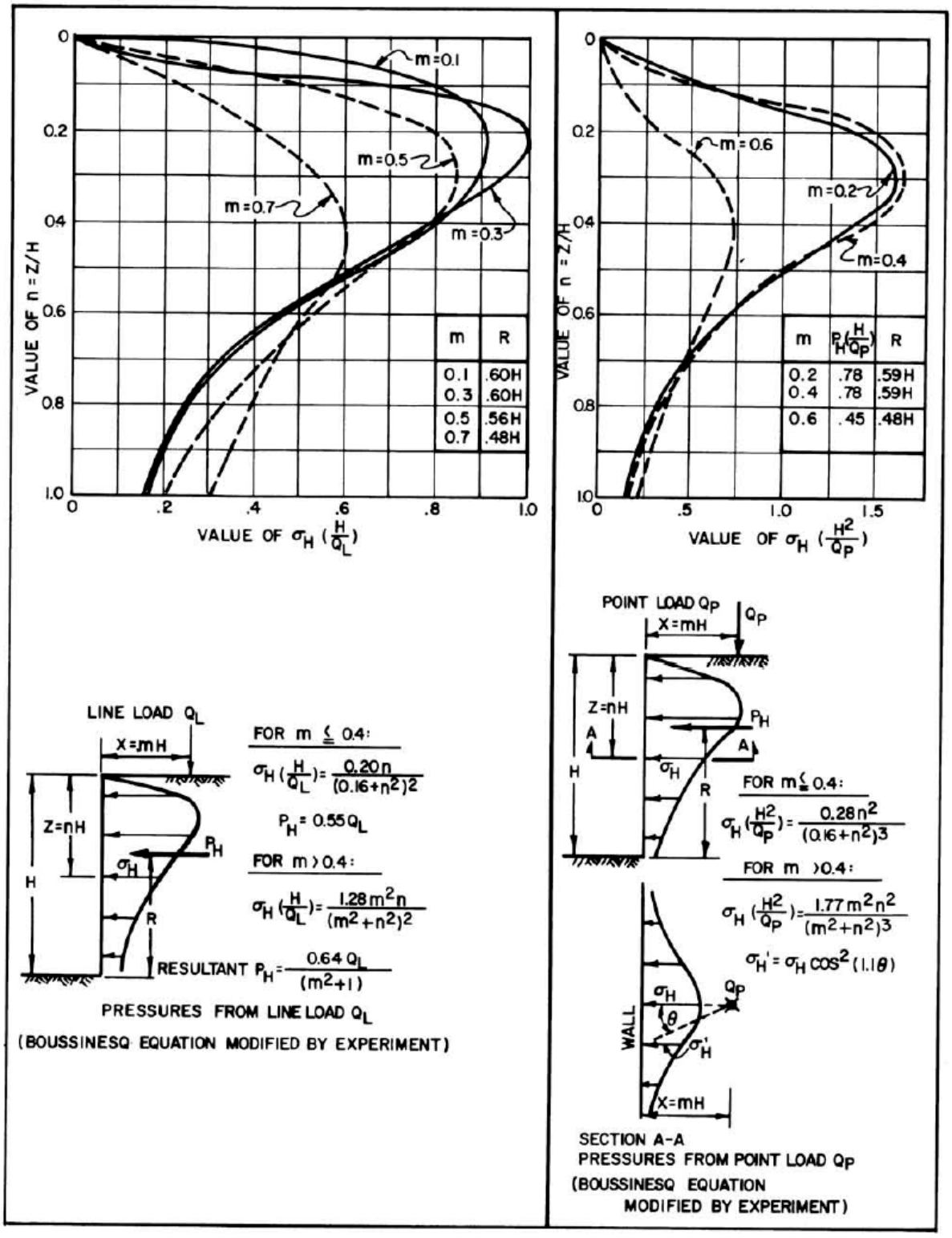


FIGURE 11
Horizontal Pressures on Rigid Wall from Surface Load

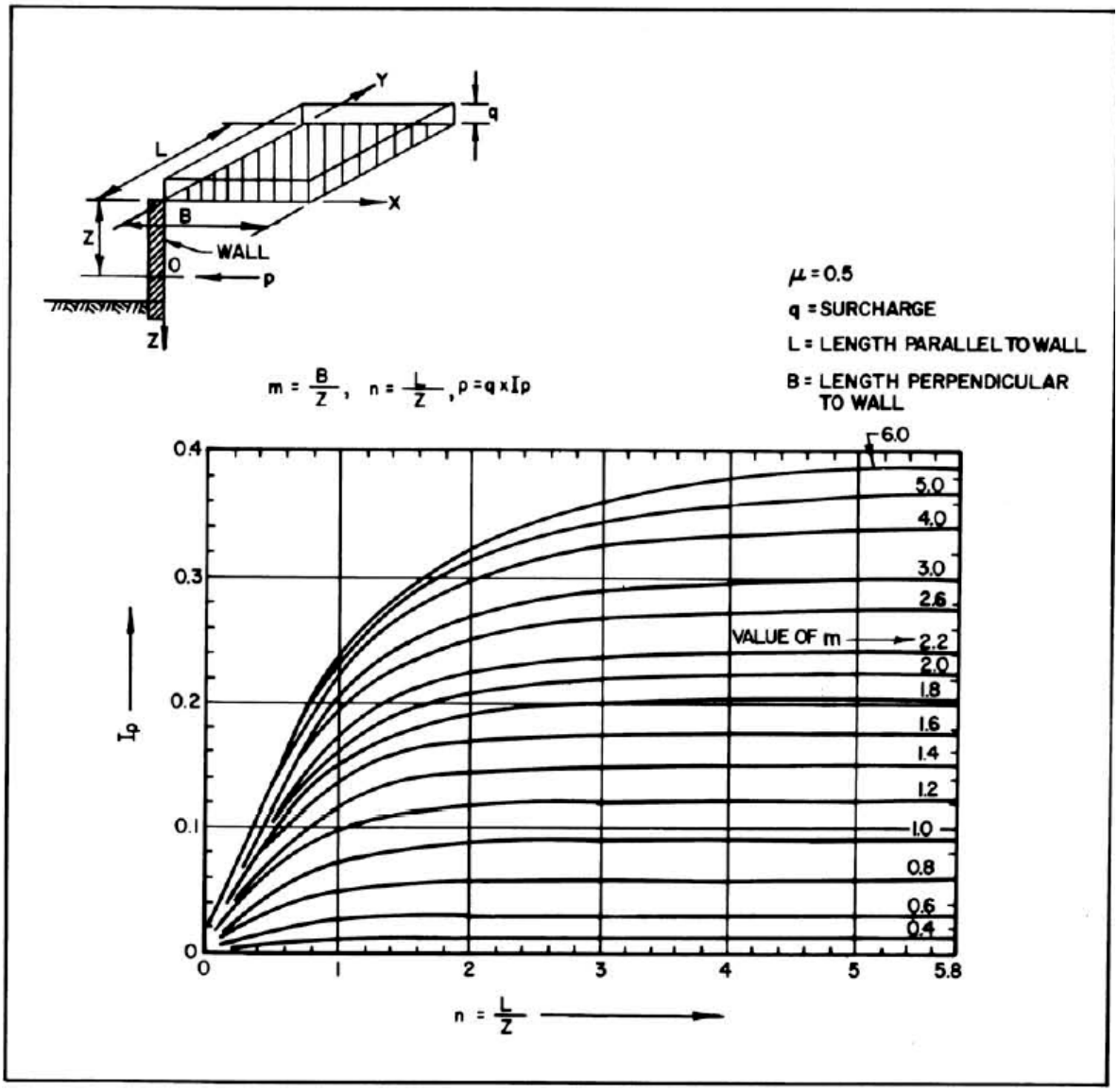


FIGURE 12
Lateral Pressure on an Unyielding Wall due to
Uniform Rectangular Surface Load

APPENDIX IV

REFERENCES

1. Bowles, Joseph, E., Foundation Analysis and Design (McGraw-Hill, New York: 1988).
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8. Poulos, H. G., and Davis, E. H., Pile Foundation Analysis and Design (Wiley & Sons, New York: 1980).
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Appendix E

GHG Technical Modeling

DouglasKim+Associates,LLC

GREENHOUSE GAS EMISSIONS

3022 Western Avenue (Future) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

3.3. Grading (2024) - Unmitigated

3.5. Building Construction (2024) - Unmitigated

3.7. Building Construction (2025) - Unmitigated

3.9. Building Construction (2026) - Unmitigated

3.11. Architectural Coating (2025) - Unmitigated

3.13. Architectural Coating (2026) - Unmitigated

3.15. Trenching (2024) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.2. Unmitigated

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	3022 Western Avenue (Future)
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	3022 Western Ave, Los Angeles, CA 90018, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4221
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	114	Dwelling Unit	0.60	77,950	3,160	—	269	—
High Turnover (Sit Down Restaurant)	2.50	1000sqft	0.05	2,500	0.00	—	—	—

Enclosed Parking with Elevator	62.0	Space	0.00	24,800	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	—	6,018	6,018	0.25	0.15	6.67	6,077
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	—	19,527	19,527	0.94	2.72	1.04	20,363
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	—	6,111	6,111	0.27	0.49	4.13	6,266
Annual (Max)	—	—	—	—	—	—	—
Unmit.	—	1,012	1,012	0.05	0.08	0.68	1,037

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—
2024	—	6,018	6,018	0.25	0.15	6.67	6,077
2025	—	5,982	5,982	0.25	0.15	6.18	6,039
Daily - Winter (Max)	—	—	—	—	—	—	—
2024	—	19,527	19,527	0.94	2.72	1.04	20,363

2025	—	6,293	6,293	0.26	0.16	0.18	6,349
2026	—	6,254	6,254	0.26	0.16	0.17	6,309
Average Daily	—	—	—	—	—	—	—
2024	—	6,111	6,111	0.27	0.49	4.13	6,266
2025	—	4,276	4,276	0.18	0.11	1.95	4,316
2026	—	295	295	0.01	0.01	0.13	297
Annual	—	—	—	—	—	—	—
2024	—	1,012	1,012	0.05	0.08	0.68	1,037
2025	—	708	708	0.03	0.02	0.32	714
2026	—	48.8	48.8	< 0.005	< 0.005	0.02	49.2

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	61.8	5,116	5,178	6.51	0.18	16.4	5,411
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	61.8	4,947	5,009	6.51	0.19	4.78	5,232
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	61.8	5,002	5,064	6.51	0.19	9.62	5,292
Annual (Max)	—	—	—	—	—	—	—
Unmit.	10.2	828	838	1.08	0.03	1.59	876

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—

Mobile	—	3,556	3,556	0.18	0.14	11.9	3,615
Area	0.00	22.2	22.2	< 0.005	< 0.005	—	22.3
Energy	—	1,474	1,474	0.11	0.01	—	1,480
Water	9.60	65.0	74.6	0.99	0.02	—	107
Waste	52.3	0.00	52.3	5.22	0.00	—	183
Refrig.	—	—	—	—	—	4.47	4.47
Total	61.8	5,116	5,178	6.51	0.18	16.4	5,411
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	—	3,408	3,408	0.19	0.15	0.31	3,458
Area	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	—	1,474	1,474	0.11	0.01	—	1,480
Water	9.60	65.0	74.6	0.99	0.02	—	107
Waste	52.3	0.00	52.3	5.22	0.00	—	183
Refrig.	—	—	—	—	—	4.47	4.47
Total	61.8	4,947	5,009	6.51	0.19	4.78	5,232
Average Daily	—	—	—	—	—	—	—
Mobile	—	3,448	3,448	0.19	0.15	5.15	3,503
Area	0.00	15.2	15.2	< 0.005	< 0.005	—	15.2
Energy	—	1,474	1,474	0.11	0.01	—	1,480
Water	9.60	65.0	74.6	0.99	0.02	—	107
Waste	52.3	0.00	52.3	5.22	0.00	—	183
Refrig.	—	—	—	—	—	4.47	4.47
Total	61.8	5,002	5,064	6.51	0.19	9.62	5,292
Annual	—	—	—	—	—	—	—
Mobile	—	571	571	0.03	0.03	0.85	580
Area	0.00	2.51	2.51	< 0.005	< 0.005	—	2.52
Energy	—	244	244	0.02	< 0.005	—	245

Water	1.59	10.8	12.4	0.16	< 0.005	—	17.6
Waste	8.65	0.00	8.65	0.86	0.00	—	30.3
Refrig.	—	—	—	—	—	0.74	0.74
Total	10.2	828	838	1.08	0.03	1.59	876

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	—	776	776	0.03	0.01	—	779
Demolition	—	—	—	—	—	—	—
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	—	21.3	21.3	< 0.005	< 0.005	—	21.3
Demolition	—	—	—	—	—	—	—
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	—	3.52	3.52	< 0.005	< 0.005	—	3.53
Demolition	—	—	—	—	—	—	—
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—

Worker	—	134	134	0.01	< 0.005	0.01	135
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	14,878	14,878	0.73	2.39	0.90	15,608
Average Daily	—	—	—	—	—	—	—
Worker	—	3.72	3.72	< 0.005	< 0.005	0.01	3.77
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	408	408	0.02	0.07	0.41	428
Annual	—	—	—	—	—	—	—
Worker	—	0.62	0.62	< 0.005	< 0.005	< 0.005	0.62
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	67.5	67.5	< 0.005	0.01	0.07	70.9

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	—	2,252	2,252	0.09	0.02	—	2,260
Dust From Material Movement	—	—	—	—	—	—	—
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	—	278	278	0.01	< 0.005	—	279
Dust From Material Movement	—	—	—	—	—	—	—
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—

Off-Road Equipment	—	46.0	46.0	< 0.005	< 0.005	—	46.1
Dust From Material Movement	—	—	—	—	—	—	—
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	—	234	234	0.01	0.01	0.03	237
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	16,800	16,800	0.83	2.69	1.01	17,625
Average Daily	—	—	—	—	—	—	—
Worker	—	29.3	29.3	< 0.005	< 0.005	0.05	29.7
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	2,071	2,071	0.10	0.33	2.08	2,175
Annual	—	—	—	—	—	—	—
Worker	—	4.85	4.85	< 0.005	< 0.005	0.01	4.92
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	343	343	0.02	0.05	0.34	360

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	—	4,160	4,160	0.17	0.03	—	4,174
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—

Off-Road Equipment	—	4,160	4,160	0.17	0.03	—	4,174
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	—	2,280	2,280	0.09	0.02	—	2,287
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	—	377	377	0.02	< 0.005	—	379
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	—	1,321	1,321	0.05	0.04	5.21	1,341
Vendor	—	538	538	0.02	0.07	1.46	562
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	—	1,252	1,252	0.06	0.05	0.14	1,267
Vendor	—	538	538	0.02	0.07	0.04	560
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	—	696	696	0.03	0.03	1.23	706
Vendor	—	295	295	0.01	0.04	0.34	307
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	—	115	115	0.01	< 0.005	0.20	117
Vendor	—	48.8	48.8	< 0.005	0.01	0.06	50.9
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	—	4,160	4,160	0.17	0.03	—	4,174
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	—	4,160	4,160	0.17	0.03	—	4,174
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	—	2,971	2,971	0.12	0.02	—	2,981
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	—	492	492	0.02	< 0.005	—	494
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	—	1,293	1,293	0.05	0.04	4.74	1,313
Vendor	—	529	529	0.02	0.07	1.45	553
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	—	1,226	1,226	0.06	0.05	0.12	1,241
Vendor	—	529	529	0.02	0.07	0.04	552
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	—	889	889	0.04	0.03	1.46	901
Vendor	—	378	378	0.02	0.05	0.45	394
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—
Worker	—	147	147	0.01	0.01	0.24	149
Vendor	—	62.5	62.5	< 0.005	0.01	0.07	65.3
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	—	4,159	4,159	0.17	0.03	—	4,173
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	—	195	195	0.01	< 0.005	—	196
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	—	32.3	32.3	< 0.005	< 0.005	—	32.5
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	—	1,202	1,202	0.05	0.04	0.11	1,216
Vendor	—	520	520	0.02	0.07	0.04	542
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	—	57.3	57.3	< 0.005	< 0.005	0.09	58.0

Vendor	—	24.4	24.4	< 0.005	< 0.005	0.03	25.5
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	—	9.48	9.48	< 0.005	< 0.005	0.01	9.61
Vendor	—	4.04	4.04	< 0.005	< 0.005	< 0.005	4.22
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	—	—	—	—	—	—
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	—	13.6	13.6	< 0.005	< 0.005	—	13.6
Architectural Coatings	—	—	—	—	—	—	—
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	—	2.25	2.25	< 0.005	< 0.005	—	2.26
Architectural Coatings	—	—	—	—	—	—	—
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—

Worker	—	245	245	0.01	0.01	0.02	248
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	—	25.3	25.3	< 0.005	< 0.005	0.04	25.7
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	—	4.19	4.19	< 0.005	< 0.005	0.01	4.25
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	—	—	—	—	—	—
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	—	6.27	6.27	< 0.005	< 0.005	—	6.29
Architectural Coatings	—	—	—	—	—	—	—
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	—	1.04	1.04	< 0.005	< 0.005	—	1.04

Architectural Coatings	—	—	—	—	—	—	—
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	—	240	240	0.01	0.01	0.02	243
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	—	11.5	11.5	< 0.005	< 0.005	0.02	11.6
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	—	1.90	1.90	< 0.005	< 0.005	< 0.005	1.92
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Trenching (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	—	207	207	0.01	< 0.005	—	208
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	—	25.6	25.6	< 0.005	< 0.005	—	25.7

Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	—	4.23	4.23	< 0.005	< 0.005	—	4.25
Onsite truck	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	—	33.5	33.5	< 0.005	< 0.005	< 0.005	33.9
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	—	4.19	4.19	< 0.005	< 0.005	0.01	4.24
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	—	0.69	0.69	< 0.005	< 0.005	< 0.005	0.70
Vendor	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	708	708	0.05	0.01	—	711
High Turnover (Sit Down Restaurant)	—	154	154	0.01	< 0.005	—	155
Enclosed Parking with Elevator	—	173	173	0.01	< 0.005	—	174
Total	—	1,035	1,035	0.07	0.01	—	1,040
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	708	708	0.05	0.01	—	711
High Turnover (Sit Down Restaurant)	—	154	154	0.01	< 0.005	—	155
Enclosed Parking with Elevator	—	173	173	0.01	< 0.005	—	174
Total	—	1,035	1,035	0.07	0.01	—	1,040
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	117	117	0.01	< 0.005	—	118
High Turnover (Sit Down Restaurant)	—	25.5	25.5	< 0.005	< 0.005	—	25.6
Enclosed Parking with Elevator	—	28.7	28.7	< 0.005	< 0.005	—	28.8
Total	—	171	171	0.01	< 0.005	—	172

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—

Apartments Mid Rise	—	363	363	0.03	< 0.005	—	364
High Turnover (Sit Down Restaurant)	—	75.9	75.9	0.01	< 0.005	—	76.1
Enclosed Parking with Elevator	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	439	439	0.04	< 0.005	—	440
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	363	363	0.03	< 0.005	—	364
High Turnover (Sit Down Restaurant)	—	75.9	75.9	0.01	< 0.005	—	76.1
Enclosed Parking with Elevator	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	439	439	0.04	< 0.005	—	440
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	60.0	60.0	0.01	< 0.005	—	60.2
High Turnover (Sit Down Restaurant)	—	12.6	12.6	< 0.005	< 0.005	—	12.6
Enclosed Parking with Elevator	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	72.6	72.6	0.01	< 0.005	—	72.8

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—

Landscape Equipment	—	22.2	22.2	< 0.005	< 0.005	—	22.3
Total	0.00	22.2	22.2	< 0.005	< 0.005	—	22.3
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Total	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	—	—	—	—	—	—
Architectural Coatings	—	—	—	—	—	—	—
Landscape Equipment	—	2.51	2.51	< 0.005	< 0.005	—	2.52
Total	0.00	2.51	2.51	< 0.005	< 0.005	—	2.52

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	8.14	55.3	63.4	0.84	0.02	—	90.4
High Turnover (Sit Down Restaurant)	1.45	9.77	11.2	0.15	< 0.005	—	16.1
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	9.60	65.0	74.6	0.99	0.02	—	107
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	8.14	55.3	63.4	0.84	0.02	—	90.4

High Turnover (Sit Down Restaurant)	1.45	9.77	11.2	0.15	< 0.005	—	16.1
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	9.60	65.0	74.6	0.99	0.02	—	107
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	1.35	9.15	10.5	0.14	< 0.005	—	15.0
High Turnover (Sit Down Restaurant)	0.24	1.62	1.86	0.02	< 0.005	—	2.66
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	1.59	10.8	12.4	0.16	< 0.005	—	17.6

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	36.2	0.00	36.2	3.62	0.00	—	127
High Turnover (Sit Down Restaurant)	16.0	0.00	16.0	1.60	0.00	—	56.1
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	52.3	0.00	52.3	5.22	0.00	—	183
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	36.2	0.00	36.2	3.62	0.00	—	127
High Turnover (Sit Down Restaurant)	16.0	0.00	16.0	1.60	0.00	—	56.1

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	52.3	0.00	52.3	5.22	0.00	—	183
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	6.00	0.00	6.00	0.60	0.00	—	21.0
High Turnover (Sit Down Restaurant)	2.65	0.00	2.65	0.27	0.00	—	9.29
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	8.65	0.00	8.65	0.86	0.00	—	30.3

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	0.56	0.56
High Turnover (Sit Down Restaurant)	—	—	—	—	—	3.91	3.91
Total	—	—	—	—	—	4.47	4.47
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	0.56	0.56
High Turnover (Sit Down Restaurant)	—	—	—	—	—	3.91	3.91
Total	—	—	—	—	—	4.47	4.47
Annual	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	0.09	0.09
High Turnover (Sit Down Restaurant)	—	—	—	—	—	0.65	0.65

Total	—	—	—	—	—	0.74	0.74

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/9/2024	1/23/2024	5.00	10.0	—
Grading	Grading	1/24/2024	3/26/2024	5.00	45.0	—
Building Construction	Building Construction	3/27/2024	1/24/2026	5.00	478	—
Architectural Coating	Architectural Coating	11/10/2025	1/24/2026	5.00	55.0	—
Trenching	Trenching	1/24/2024	3/26/2024	5.00	45.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40

Grading	Tractors/Loaders/Backh	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Sweepers/Scrubbers	Diesel	Average	1.00	6.00	36.0	0.46
Grading	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Grading	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Grading	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Air Compressors	Diesel	Average	10.0	8.00	37.0	0.48
Building Construction	Other Construction Equipment	Diesel	Average	1.00	7.00	82.0	0.42
Building Construction	Pressure Washers	Diesel	Average	2.00	6.00	14.0	0.30
Building Construction	Pumps	Diesel	Average	2.00	6.00	11.0	0.74
Building Construction	Signal Boards	Diesel	Average	1.00	6.00	6.00	0.82
Building Construction	Trenchers	Diesel	Average	1.00	6.00	40.0	0.50
Building Construction	Welders	Diesel	Average	2.00	6.00	46.0	0.45
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—

Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	107	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	17.5	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	121	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	93.5	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	16.7	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	18.7	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	157,849	52,616	3,750	1,250	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	4,269	—
Grading	—	13,827	0.65	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
High Turnover (Sit Down Restaurant)	0.00	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	609	609	609	222,285	4,495	4,495	4,495	1,640,675

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	114
Conventional Wood Stoves	0
Catalytic Wood Stoves	0

Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
157848.75	52,616	3,750	1,250	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	374,318	690	0.0489	0.0069	1,131,491
High Turnover (Sit Down Restaurant)	81,425	690	0.0489	0.0069	236,824
Enclosed Parking with Elevator	91,548	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)

Apartments Mid Rise	4,249,213	54,166
High Turnover (Sit Down Restaurant)	758,834	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	28.5	0.00
High Turnover (Sit Down Restaurant)	29.7	0.00
Enclosed Parking with Elevator	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.60	annual days of extreme heat
Extreme Precipitation	5.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	45.0
AQ-PM	80.3
AQ-DPM	41.3
Drinking Water	92.5
Lead Risk Housing	93.6
Pesticides	0.00
Toxic Releases	81.5
Traffic	65.5
Effect Indicators	—
CleanUp Sites	4.12
Groundwater	0.00
Haz Waste Facilities/Generators	10.5
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	62.5
Cardio-vascular	57.6
Low Birth Weights	85.2
Socioeconomic Factor Indicators	—
Education	81.8
Housing	91.0

Linguistic	85.1
Poverty	73.0
Unemployment	76.1

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	11.66431413
Employed	16.16835622
Median HI	9.662517644
Education	—
Bachelor's or higher	26.78044399
High school enrollment	100
Preschool enrollment	52.58565379
Transportation	—
Auto Access	5.710252791
Active commuting	92.39060695
Social	—
2-parent households	12.65238034
Voting	18.85025022
Neighborhood	—
Alcohol availability	33.05530604
Park access	81.35506224
Retail density	66.49557295
Supermarket access	94.25125112
Tree canopy	33.58141922

Housing	—
Homeownership	10.6249198
Housing habitability	10.21429488
Low-inc homeowner severe housing cost burden	4.260233543
Low-inc renter severe housing cost burden	48.12010779
Uncrowded housing	23.82907738
Health Outcomes	—
Insured adults	7.570896959
Arthritis	54.3
Asthma ER Admissions	23.5
High Blood Pressure	34.2
Cancer (excluding skin)	74.5
Asthma	19.7
Coronary Heart Disease	43.7
Chronic Obstructive Pulmonary Disease	35.3
Diagnosed Diabetes	15.4
Life Expectancy at Birth	39.7
Cognitively Disabled	78.9
Physically Disabled	18.7
Heart Attack ER Admissions	43.2
Mental Health Not Good	21.9
Chronic Kidney Disease	14.8
Obesity	15.8
Pedestrian Injuries	80.2
Physical Health Not Good	21.1
Stroke	17.3
Health Risk Behaviors	—

Binge Drinking	61.9
Current Smoker	27.2
No Leisure Time for Physical Activity	25.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	27.6
Elderly	63.3
English Speaking	29.6
Foreign-born	78.4
Outdoor Workers	15.5
Climate Change Adaptive Capacity	—
Impervious Surface Cover	9.2
Traffic Density	69.7
Traffic Access	87.4
Other Indices	—
Hardship	85.9
Other Decision Support	—
2016 Voting	11.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	76.0
Healthy Places Index Score for Project Location (b)	14.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project plans. Assumes 2.42 persons per dwelling unit per City of Los Angeles
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	Developer information
Construction: Dust From Material Movement	Developer information
Construction: Trips and VMT	10 cubic yard capacity per haul truck, 40-mile distance to landfill
Operations: Hearths	Project plans

Appendix F

Phase I ESA

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Phase I Environmental Site Assessment Report

EFI Global Project No.: 045.09702

3022 South Western Avenue
Los Angeles, California 90018

Date of Issuance: October 11, 2022

Prepared For:

CIM Group

4700 Wilshire Boulevard
Los Angeles, California 90010

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EXECUTIVE SUMMARY

EFI Global, Inc. has performed a Phase I Environmental Site Assessment (Phase I) for CIM Group (Client) for a commercial property located at 3022 South Western Avenue, in Los Angeles County, and the City of Los Angeles, California, Assessor's Parcel Number (APNs): 5053-008-004, 5053-008-005, and 5053-008-006. The research conducted for this study and the report prepared are in conformance with the United States Environmental Protection Agency (USEPA) All Appropriate Inquiry (AAI) standard and the ASTM International E1527-13 and E1527-21 scope of work.

SITE DESCRIPTION

According to our research and information provided by the Client, the following addresses have been found to be associated with the subject property: 3016, 3018, 3022, 3024, 3026, 3032, 3100, 3102, 3104, 3106, 3108, and 3110 South Western Avenue, Los Angeles, California.

The subject property is located on the east side of South Western Avenue, approximately 170 feet south of West 30th Street, in the City of Los Angeles. The subject property is approximately 28,273 square feet in size and is developed with a single-story commercial structure, which is approximately 9,000 square feet in size. The building has remained vacant since 2021 and was most recently occupied by TMI Traffic Management / Consulting Services, using the facility as an office. The remaining portions of the property consist of asphalt- and concrete-paved parking areas on the north and south portions and access ways on the northwest and southwest portions. It is the intention that the property be redeveloped with a multi-family mixed use building comprising of one subterranean car parking level, 2,500 square feet of commercial and parking space on the ground floor, and 114 residential units thereafter. The surrounding area is used for commercial and residential purposes. Groundwater is estimated to be approximately 35 feet below ground surface (bgs) in the area of the site and is assumed to flow towards the south to southwest.

- No limitations were encountered during our reconnaissance of the subject property.
- No hazardous material storage or recognized environmental conditions were observed at the site. Those interviewed, as persons familiar with the site were not aware of any negative environmental conditions associated with the property.

HISTORICAL LAND USE

According to EFI Global, Inc.'s interpretation of the historical research data, the subject property consisted of undeveloped land from at least 1894 to 1902. In 1906 and 1907, six single-family dwellings were constructed on the subject property (3016, 3022, 3024/3026, 3028/3032, 3100/3102, and 3106 South Western Avenue). In 1935 and 1938, store fronts were added to the residences at 3022 and 3018 South Western Avenue, respectively. By at least 1938, three of the dwellings were demolished (3024/3026, 3028/3032, and 3106 South Western Avenue) while the other three dwellings remained. Between 1940 and 1948, the dwellings at 3016 and 3022 South Western Avenue were demolished and the northern portion of the subject property was redeveloped with a light industrial building used as a furniture store/showroom and for storage and warehouse purposes. In 1946, a commercial building was constructed at 3106 South Western Avenue to be used as a self-service laundry facility. In 1948, the residence at 3102 South Western Avenue was converted to a store. Sometime prior to 1948 and up to 1950, additional commercial buildings were constructed

at 3100, 3104, 3108, and 3110 South Western Avenue. Also prior to 1950, a commercial building was constructed at 3026 South Western Avenue which appeared to connected to the furniture showroom building initially and became its own stand-alone building between 1956 and 1960 and was used as a billiards hall. Between 1969 and 1970, the commercial buildings at 3106, 3108, and 3110 South Western Avenue were demolished and the southern parcel was converted to a parking lot. In 1982, the residence and commercial building at 3100 and 3102 South Western Avenue were demolished and in 1988, the light industrial furniture showroom and storage building at 3022 South Western Avenue was also demolished.

From 1989 to the present, the former billiards hall structure in the central portion of the subject property at 3026 South Western Avenue has remained. This structure was extended to the east and northwest prior to 2002 and 2012. The remaining portions of the property to the north and south were either vacant or utilized for parking or storage. Some time between 2005 and 2009, the subject property north and south of the building has been used solely for paved parking or storage purposes. The structure is currently addressed as 3022 South Western Avenue.

The property occupants have generally utilized the property for store, restaurant, barber shop, storage, office, trucking, self-service laundry, and shipping purposes. For a complete list of historical occupants refer to Section 4.4. Notable occupants included, Self Service Laundry at 3106 and 3108 South Western Avenue from 1946 to 1947, City Recycling Center / Western Recycling at 3104 South Western Avenue from 1999 to 2009, and Hyundae Shipping Co., / Hyundae Moving and Trucking Co., / U Haul Co./ LA Moving and Shipping Co., and Traffic Management Inc., at 3022 South Western Avenue from 1994 through 2014.

- The subject property has been occupied by a self-service laundry in at least 1946 and 1947. Based on the details provided within the building permits, the facility operated laundry services rather than dry cleaning. Therefore, this occupant is not expected to represent a significant concern for the subject property.

- The subject property has operated as a recycling center from 1999 to 2009. Recycling centers generally include the sorting of household recycling materials (glass, plastic, and cardboard). There were no indications of significant dumping at the subject property, and the subject property is predominantly covered in hard paved areas. Based on the small scale of the recycling operation, and operation during a period of stringent regulatory control, this operation is not expected to represent a significant environmental concern for the subject property.

- The subject property has operated as a trucking, shipping and traffic management facility from 1994 through 2014. It appears that the property was used for warehouse purposes during this time. Per review of the regulatory agency files, there is no significant hazardous waste generation associated with these occupants. Furthermore, the site reconnaissance did not identify any subsurface features, indicative of former auto or truck repair operations further indicating a use for warehousing during this time. Based on the foregoing, this former usage is not expected to represent a significant environmental concern for the subject property.

- Based on our review of the historical data, no significant data gaps were encountered during our research.

ENVIRONMENTAL DATA SEARCH

Western Commercial (3022 South Western Avenue) - The subject property is listed on the Hazardous Waste Tracking System (HWTS) database. The listing indicated that the facility was assigned USEPA Identification (ID) CAC002863312 in June 2016 that became inactive in September 2016. No manifest or further pertinent information was supplied. Based on the lack of reported hazardous waste generation or evidence of a release, the above listing is not expected to represent a significant environmental concern.

Traffic Management, Inc. (3100 South Western Avenue) - The subject property is listed on the HWTS and Facility and Manifest Data (HAZNET) databases. The listings indicated that the facility was assigned USEPA ID CAC002864830 in June 2016 that became inactive in September 2016. Hazardous waste generation included 0.25 tons of hydrocarbon solvents that were disposed of via storage, bulking and/ or transfer off site in 2016. Based on the proper disposal of hazardous materials, and lack of evidence of a reported release the above listings are not expected to represent a significant environmental concern.

- In our opinion, none of the other sites listed on the regulatory database report pose a significant threat to the subject property as there is no indication of a release at the respective sites, a release has occurred but groundwater has not been impacted, a release has occurred but the case is closed, or the sites are located cross or down gradient of the subject property and in excess of 1/10 mile from the subject property.

The Los Angeles Regional Water Quality Control Board (LARWQCB), Department of Toxic Substances Control (DTSC), South Coast Air Quality Management District (SCAQMD), Los Angeles County Fire Department Health Hazmat Division (LACFD HHMD), and the City of Los Angeles Bureau of Sanitation (LABS) were contacted regarding permits, site investigation files, air emissions, hazardous materials, underground storage tanks (USTs), and industrial waste discharge records for the subject property. Additionally, the State Water Resources Control Board's (SWRCB) GeoTracker, DTSC's EnviroStor and Hazardous Waste Tracking System (HWTS), SCAQMD's Facility Information Detail (FIND), the City of Los Angeles Fire Department (LAFD) Certified Unified Program Agency (CUPA) online Active and Inactive CUPA Regulated Facilities and Underground Storage Tank Inventory databases which include active and inactive Aboveground Storage Tanks (AST), Inactive and Active Underground Storage Tanks, Inactive and Active Hazardous Materials Inventory, Underground Storage Tank Historical Files databases and the LACFD HHMD Active Certified Unified Program Agency (CUPA) Program Records, Inactive CUPA Program Records, Site Mitigation Unit (SMU) Case Records, and California Accidental Release Program (CalARP) online databases were searched for information on the subject property to identify any evidence of previous or current hazardous material usage, USTs, or investigation records.

- According to the responses to our requests, there are no files for the subject property with the LARWQCB, DTSC, SCAQMD, and LABS.

- Additionally, the subject property is not listed on the GeoTracker, FIND or EnviroStor online databases. Listings on the HWTS online database were consistent with the information discussed in the section above, and do not represent a significant concern for the subject property.

- According to a review of the LAFD CUPA and LACFD HHMD online databases, none of the subject property addresses were listed.

- No significant data gaps were encountered during our agency file reviews.

The California Department of Conservation, Geologic Energy Management Division (CalGEM) online mapping application Well Finder was reviewed for information pertaining to oil and gas exploration on or nearby the subject property.

- No oil wells were identified within 500 feet of the subject property.

The City of Los Angeles NavigateLA Online Mapping System was reviewed to obtain substructure maps for the subject property.

- According to a review of the substructure maps for the subject property, no USTs or other substructure features were identified in the area of the subject property.

An Environmental Lien Search, performed by Environmental Data Resources, Inc., dated September 19, 2022, performed on the subject property found no environmental liens or activity and use limitations related to the property. A copy of the Environmental Lien Report is included in the appendices of this report.

ADDITIONAL ISSUES

- Based on the age of the on-site structure, there is a potential for asbestos containing materials (ACMs), and lead-based paint (LBP) at the subject property; however, no testing was completed as part of this report. All building materials and painted surfaces appeared in good condition at the time of our site reconnaissance. Individual suspect materials would need to be tested as part of an asbestos and lead-based paint survey prior to any renovation or demolition in order to confirm the presence or non-presence of ACM and LBP.

- Based on our review, there is a moderate potential for radon at the subject property.

- EFI Global, Inc. did not observe visible or olfactory indications of the presence of mold, nor did EFI Global, Inc. observe obvious indications of significant water damage. No sampling was conducted as part of this assessment.

- The City of Los Angeles Department of Building and Safety methane zone data was reviewed to determine if the subject property is located in a methane or methane buffer zone. According to the information reviewed, the subject property is located within a methane zone. Therefore testing for the presence of methane and the installation of methane mitigation systems at the property prior to construction activities may be necessary (Division 71 of the Los Angeles Building Code). It should be noted that a Preliminary Subsurface Methane Gas Investigation was completed on August 18, 2022, that is further discussed in Section 3.6.

CONCLUSIONS

EFI Global, Inc. has performed a Phase I in conformance with the scope and limitations of ASTM International E1527-13 and E1527-21, at 3022 South Western Avenue, Los Angeles, California, the subject property. Any exceptions to or deletions from this practice are described in the individual sections of this report. This assessment has revealed no evidence of recognized environmental conditions or *de minimis* conditions in connection with the subject property.

RECOGNIZED ENVIRONMENTAL CONDITIONS (REC)

In our opinion, no RECs were identified during the course of this assessment.

HISTORICAL RECOGNIZED ENVIRONMENTAL CONDITIONS (HREC)

In our opinion, no HRECs were identified during the course of this assessment.

CONTROLLED RECOGNIZED ENVIRONMENTAL CONDITIONS (CREC)

In our opinion, no CRECs were identified during the course of this assessment.

DE MINIMIS CONDITIONS

In our opinion, no *de minimis* conditions were identified during the course of this assessment.

SIGNIFICANT DATA GAPS

In our opinion, no significant data gaps were identified during the course of this assessment.

RECOMMENDATIONS

Based on the foregoing, no additional investigation is recommended at this time.

1.0 INTRODUCTION

EFI Global, Inc. has performed a Phase I Environmental Site Assessment (Phase I) for the property located at 3022 South Western Avenue, in Los Angeles County, and the City of Los Angeles, California (Subject Property). This report has been prepared for the sole use of CIM Group (Client).

The research conducted for this study and the report prepared are in general conformance with the United States Environmental Protection Agency (USEPA) All Appropriate Inquiry (AAI) standard and the ASTM International E1527-13 and E1527-21 "Standard Practices for Environmental Site Assessments: Phase I Environmental Site Assessment Process". The primary purpose for performing a Phase I ESA is to "...permit a user to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations on CERCLA liability" (ASTM, 2021). An environmental site assessment meeting or exceeding this practice and completed less than 180 days prior to the date of acquisition is presumed to be valid under this standard. In order to maintain landowner liability protections, the User also has the following continuing obligations: "(1) No disposal of hazardous substances can occur after the person acquires the property; (2) Provide all legally required notices with respect to the discovery or release of any hazardous substances at the facility; (3) Exercise appropriate care with respect to hazardous substances by taking reasonable steps to stop any continuing release; prevent any threatened future releases; and prevent or limit human, environmental, or natural resource exposure to any previously released hazardous substance; (4) Provide full cooperation, assistance, and access to persons who are authorized to conduct response actions or natural resource restoration (including the cooperation and access necessary for the installation, integrity, and maintenance of any complete or partial response actions or natural resource restoration; (5) Comply with any land use restrictions established or relied on in connection with the response action, and not impede the effectiveness or integrity of any institutional control employed at the vessel or facility in connection with a response action; and (6) Comply with any request for information or administrative subpoena issued under CERCLA" (ASTM, 2021). Further, it is the goal of this study to identify business risks related to the property associated with environmental conditions. This investigation is not an environmental compliance audit and is not designed to determine if the operations of an existing facility are in compliance with applicable environmental laws and regulations.

The goal of this process is to identify any (1) recognized environmental conditions (RECs), (2) historical recognized environmental conditions (HRECs), (3) controlled recognized environmental conditions (CRECs), and/or (4) *de minimis* conditions associated with the subject property.

- A **recognized environmental condition** is defined as "...(1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment" (ASTM, 2021).

- A **historical recognized environmental condition** is defined as "a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or

authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations). A historical recognized environmental condition is not a recognized environmental condition" (ASTM, 2021). The HREC designation requires the comparison of residual contamination concentrations, if any, to current regulatory standards.

- A **controlled recognized environmental condition** is defined as a "recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations)" (ASTM, 2021).

- A ***de minimis condition*** is defined as "a condition related to a release that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition determined to be a de minimis condition is not a recognized environmental condition nor a controlled recognized environmental condition" (ASTM, 2021).

In order to identify environmental conditions at the site, the Phase I ESA includes a site inspection, interviews with parties familiar with the property, historical research into the past uses of the property, and an environmental records search with regard to the subject property, adjoining and immediately surrounding properties, and the surrounding area. In addition, EFI Global, Inc. provides an opinion regarding the potential for asbestos containing materials, lead-based paints, mold, radon, oil and gas exploration, and methane as they relate to the subject property. Reviewing those documents that are publicly available, reasonably ascertainable, and practically reviewable controls the completeness of this assessment. The inability to review documents which do not exist or are not publicly available, reasonably ascertainable, or practically reviewable may result in a data gap.

1.1 Significant Assumptions

While this report provides an overview of potential environmental concerns, both past and present, the environmental assessment is limited by the availability of information at the time of the assessment. It is possible that unreported disposal of waste or illegal activities impairing the environmental status of the property may have occurred which could not be identified. The conclusions and recommendations regarding environmental conditions that are presented in this report are based on a scope of work authorized by the Client. Note, however, that virtually no scope of work, no matter how exhaustive, can identify all contaminants or all conditions above and below ground.

1.2 Limitations and Exceptions

This report has been prepared in accordance with generally accepted environmental methodologies referred to in ASTM E1527-13 and E1527-21, and contains all of the limitations inherent in these methodologies. No other warranties, expressed or implied, are made as to the professional services provided under the terms of our contract and included in this report. The conclusions of this report are based in part, on the information provided by others. The possibility remains that unexpected environmental conditions may be encountered at the site in locations not specifically investigated.

The services performed and outlined in this report were based, in part, upon visual observations of the site and attendant structures. Our opinion cannot be extended to portions of the site that were unavailable for direct observation, reasonably beyond the control of EFI Global, Inc. The objective of this report was to assess environmental conditions at the site, within the context of our contract and existing environmental regulations within the applicable jurisdiction. Evaluating compliance of past or future owners with applicable local, provincial, and federal government laws and regulations was not included in our contract for services. Our observations relating to the condition of environmental media at the site are described in this report. It should be noted that compounds or materials other than those described could be present in the site environment.

1.3 Reliance

This report has been prepared for the sole use of CIM Group. The contents should not be relied upon by any other parties without the express written consent of CIM Group and EFI Global, Inc.

1.4 User Responsibilities

The USEPA AAI and ASTM International E1527-13 and E1527-21 Phase I Standards require that the User conduct independent research and consider certain information before purchasing a property. The User is defined as the party seeking to use Practice E1527 to complete an environmental site assessment of the property. A user may include, without limitation, a potential purchaser of property, a potential tenant of property, an owner of property, a lender, or a property manager. These considerations include the following:

- Obtain and review Land Title Records and Judicial Records for Environmental Liens and Activity and Use Limitations by relying on Transaction-Related Title Insurance Documentation Such as Preliminary Title Reports and Title Commitments or Title Search Information Reports Such as Condition of Title, Title Abstracts, and AUL/Environmental Lien Reports. If environmental cleanup liens or AULs encumbering the subject property or in connection with the subject property are identified, the User should provide that information to the Environmental Professional (EFI Global, Inc.). If the User has actual knowledge of environmental cleanup liens or AULs encumbering the subject property or in connection with the subject property, the User should provide that information to the Environmental Professional (EFI Global, Inc.).

- The User should provide the Environmental Professional (EFI Global, Inc.) with any specialized knowledge the User has with regard to recognized environmental conditions in connection with the property.

- If the User is aware of any commonly known information in the community about the subject property with respect to recognized environmental conditions, the User should provide the information to the Environmental Professional (EFI Global, Inc.).

- If this Phase I ESA was prepared as due diligence for a property transaction, it is the responsibility of the User to consider the relationship of the purchase price to the fair market value of the property. If the purchase price is significantly lower than the fair market value, the User should identify the alternate reason for the low purchase price if the lower purchase price is not related to the property being affected by hazardous substances or petroleum products.

2.0 SITE DESCRIPTION

EFI Global, Inc. has performed a Phase I for a commercial property located at 3022 South Western Avenue, in Los Angeles County, and the City of Los Angeles, California. The subject property is located on the east side of South Western Avenue, approximately 170 feet south of West 30th Street, in the City of Los Angeles. The subject property is approximately 28,273 square feet in size and is developed with a single-story commercial structure, which is approximately 9,000 square feet in size. The building has remained vacant since 2021 and was most recently occupied by TMI Traffic Management / Consulting Services, using the facility as an office. The remaining portions of the property consist of asphalt- and concrete-paved parking areas on the north and south portions and access ways on the northwest and southwest portions. It is the intention that the property be redeveloped with a multi-family mixed use building comprising of one subterranean car parking level, 2,500 square feet of commercial and parking space on the ground floor, and 114 residential units thereafter. The surrounding area is used for commercial and residential purposes.

Natural gas services are provided to the subject property by Southern California Gas Company. Potable water and electrical services are provided by the City of Los Angeles Department of Water and Power (LADWP). Sewer services are provided by the City of Los Angeles Bureau of Sanitation.

2.1 Current and Historical Addresses

According to our research and information provided by the Client, the following addresses have been found to be associated with the subject property: 3016, 3018, 3022, 3024, 3026, 3032, 3100, 3102, 3104, 3106, 3108, and 3110 South Western Avenue, Los Angeles, California.

2.2 Legal Description

According to the Los Angeles County Assessor's Office, the subject property is located in the City of Los Angeles, and is described by the APNs: 5053-008-004, 5053-008-005, and 5053-008-006.

2.3 Physical Setting

The elevation of the subject property is approximately 163 feet above mean sea level (United States Geological Survey (USGS) Hollywood, California 7.5 minute topographic quadrangle). Based on our review of the GeoCheck Section of the Environmental Data Resources, Inc. (EDR) Radius report, the subject property is not situated within a 100-year Federal Environmental Management Agency (FEMA) Flood Zone. No wetlands were identified at the property or adjoining/immediately surrounding properties. Based on our review of groundwater data presented in the State Water Resources Control Board (SWRCB) GeoTracker website, groundwater was detected at a leaking underground storage tank (LUST) site (2602 South Western Avenue) approximately 0.35 mile north of the subject property at approximately 35 feet below ground surface (bgs). However, perched and semi-perched aquifers may be present beneath the site. Based on regional groundwater data, regional groundwater flow direction is estimated to be towards the south to southwest; however, local groundwater flow direction may vary.

3.0 SITE RECONNAISSANCE/INTERVIEWS

3.1 Site Reconnaissance

On September 21, 2022, Alberto Jimenez with EFI Global, Inc. conducted a site reconnaissance of the subject property. The site inspection was conducted to attempt to identify current site use(s), current hazardous materials storage, and evidence of past site uses and hazardous material storage and to identify evidence of other recognized environmental conditions. The following table summarizes our Site Reconnaissance observations:

Yes	No	Observed Feature(s)
	✔	Hazardous Substances and Petroleum Products Containers
	✔	Underground and/or Aboveground Storage Tanks
✔		Drains/Sumps/Clarifiers/Sewer Interceptors/Septic Systems
	✔	Stained or Corroded Surfaces/Stained Soil or Stressed Vegetation
	✔	Pits/Ponds/Lagoons/Wetlands
✔		Electrical Equipment with the Potential to contain Fluids
	✔	Production or Monitoring Wells
	✔	Evidence of Solid Waste Disposal/Dumping/Fill Areas

3.1.1 Exterior Observations

The exterior portions of the site consist of asphalt- and concrete-paved parking areas on the north and south portions and access ways on the northwest and southwest portions. All paved surfaces appeared to be in good condition with minor evidence of cracking and staining observed, typical of regular vehicular traffic. Based on the surficial nature, the staining from the regular vehicular use is not expected to represent an environmental concern. A storm drain and a trench drain were observed on the southeast portion of the northern parking area, adjacent to a steel roll-up gate, which were free of debris at the time of the inspection. No staining or hazardous material storage was observed in the vicinity of the drains. Based on the type of material entering these drains (stormwater runoff) and good housekeeping practices observed during the site reconnaissance, these features are not expected to represent a significant environmental concern for the subject property. A trash dumpster was located on the southwest portion of the northern parking area and was observed to contain miscellaneous debris and trash and did not contain any hazardous materials. No evidence of hazardous materials storage or disposal or subsurface features such as drains were observed in the vicinity of the trash dumpster.

Three pole-mounted electrical transformers, on two separate poles, were observed within the east adjoining public alleyway, located approximately 10 feet east of the subject property. No evidence of corrosion or leaks from the transformers was observed. Based on the foregoing, the presence of the off-site transformers is not expected to represent a significant environmental concern for the subject property.

EFI Global observed two dirt piles on the northeast portion of the northern parking area and on the northeast portion of the southern parking area, which contained subsurface sampling points. The dirt piles appeared to be drill cuttings resulting from the previous subsurface drilling

that is further discussed in Section 3.6. The dirt piles were located on the asphalt ground surface and had no olfactory or visual indications of contamination. Nevertheless, the property owner should consider removing the dirt piles to improve housekeeping.

No recognized environmental conditions were observed in the exterior portions of the subject property.

3.1.2 Interior Observations

The subject property is developed with a single-story commercial structure on the central portion portion of the subject property, which was vacant at the time of our site reconnaissance. According to Mr. Clarence Painia, employee and authorized representative of CIM Group, the property owner, the subject property has been vacant since at least 2021. The structure is of wood-frame construction, with a concrete slab-on-grade foundation, and flat roofing. Building materials observed throughout included drywall partitions and ceilings, drop ceiling tiles, exposed metal- and wood-frame ceilings, exposed corrugated metal ceilings, stucco, carpeting, and smooth concrete and ceramic tile flooring. The structure consists of offices, a warehouse area, and restrooms. No drains were observed on the interior portions of the subject property.

No hazardous material storage or recognized environmental conditions were observed in the interior portions of the subject property.

3.1.3 Reconnaissance Limitations

No limitations were encountered during our reconnaissance of the subject property.

3.2 Adjoining and Immediately Surrounding Properties

The adjoining and immediately surrounding properties (within 100-feet of the subject property boundary) were visually and physically observed from public right-of ways and the subject property in an attempt to identify recognized environmental conditions. Our observations are summarized in the following table:

Location	Address(es)	Uses/Observations
North	3006 Western Avenue	Big Nickel Realty (office)
South	3112 Western Avenue	Residential apartment complex
East	3017- 3107 Hobart Boulevard	Single-family residential structures

Location	Address(es)	Uses/Observations
West	3023 Western Avenue 3101 Western Avenue 3109 and 3111 Western Avenue	Jefferson Park Terrace Luxury Apartments Vacant structure formerly occupied by Ministerio Pentecostes Nueva Vida Cristo Es La Respuesta (New Life Pentecost Ministry Christ is the Answer) Abandoned multi-unit commercial building
Southeast	1811 West Jefferson Boulevard 3115 Western Avenue	Church's Texas Chicken Abic Liquor

- The adjoining/immediately surrounding properties to the north, southeast, south, southwest, and west, were listed on the regulatory database report and are further discussed in Section 5.2 below.

3.3 Surrounding Area Observations

3.3.1 Surrounding Property Uses

The surrounding area is developed with commercial and residential structures.

3.3.2 Surrounding Geography

The surrounding area is mostly flat with a slight topographic slope to the south-southwest. No nearby hills or bedrock outcroppings were observed in the area of the site. No lakes, ponds, rivers or streams were observed in the surrounding area.

3.4 Interviews

3.4.1 Property Owner

Geoffrey Olson, an employee of CIM Group, the owner of the property was interviewed via email throughout the course of the Phase I Assessment. Mr. Olson indicated that the property was purchased for the intent to redevelop as a multifamily, mixed-use building. Mr. Olson provided additional information that is discussed in Section 3.6.

3.4.2 Key Site Manager

Mr. Clarence Painia, an employee with CIM Group, the report User, was interviewed during the course of the site reconnaissance conducted on September 21, 2022. According to Mr. Painia, no hazardous materials are utilized at the subject property. Mr. Painia was not aware of any environmental conditions at the subject property.

3.4.3 Property Occupants

No occupants were available for interview during the completion of this report.

3.4.4 Past Owners, Operators and Occupants

Past owners, operators and occupants were not able to be identified for an interview for this report.

3.4.5 Prospective Purchaser

As the User of this report is a owner of the property, seeking to redevelop, there is no prospective purchaser included in the transaction.

3.4.6 Neighboring Property Owners/Tenants

Per ASTM, an attempt to interview neighboring property owners/tenants should be conducted when the subject property is vacant and unsecured land.

As the subject property is currently developed with a structure previously utilized for commercial purposes as an office, and the property is secure, no neighboring property owners/ tenants were interviewed during this assessment.

3.5 User Provided Information

The USEPA AAI and ASTM International E1527-13 and E1527-21 Phase I Standards require that the User conduct independent research and consider certain information before purchasing a property. EFI Global, Inc. recommends that the User documents completion of the following items:

3.5.1 Lien Search

The User is required to obtain a recent (less than 180 days old) title report prepared for the subject property. The report should be reviewed to obtain information regarding environmental clean-up liens or activity and use limitations with regard to the subject property. If environmental cleanup liens or activity and use limitations encumbering the subject property or in connection with the subject property are identified, the User should provide that information to the Environmental Professional (EFI Global, Inc.). If the User has actual knowledge of environmental cleanup liens or activity and use limitations encumbering the subject property or in connection with the subject property, the User should provide that information to the Environmental Professional (EFI Global, Inc.).

- An Environmental Lien Search, performed by Environmental Data Resources, Inc., dated September 19, 2022, performed on the subject property found no environmental liens or activity and use limitations related to the property. A copy of the Environmental Lien Report is included in the appendices of this report.

3.5.2 Specialized Knowledge

The User should provide the Environmental Professional (EFI Global, Inc.) with any specialized knowledge the User has with regard to recognized environmental conditions in connection with the property.

- The User has no specialized knowledge with respect to recognized environmental conditions in connection with the property.

3.5.3 Commonly Known or Reasonably Ascertainable Information

If the User is aware of any commonly known information in the community about the subject property with respect to recognized environmental conditions, the User should provide the information to the Environmental Professional (EFI Global, Inc.).

- The User is not aware of any commonly known information in the community about the subject property with respect to recognized environmental conditions.

3.5.4 Property Valuation

If this Phase I ESA was prepared as due diligence for a property transaction, it is the responsibility of the User to consider the relationship of the purchase price to the fair market value of the property. If the purchase price is significantly lower than the fair market value, the User should identify the alternate reason for the low purchase price if the lower purchase price is not related to the property being affected by hazardous substances or petroleum products.

- As the User of this report is the owner of the property performing due diligence on the subject property in contemplation of a future redevelopment, there is no prospective purchaser included in the transaction.

3.5.5 Purpose of Performing Phase I ESA

According to the User, the User is the owner of the property performing due diligence on the subject property in contemplation of a future redevelopment.

3.6 User Provided Documents

The following documents were provided by the report User:

Phase I Environmental Site Assessment, Western Avenue Property, 3104 South Western Avenue, Los Angeles, CA 90018, prepared by Enviro Assessment, P.C (EA), dated April 4, 2018 - The Phase I was completed for APN 5053-008-006, the southernmost parcel of the subject property. The historical review indicated that the parcel was developed with a residential structure by 1907 that was removed by 1950 and redeveloped with three commercial structures. The historical use was listed as a residence, a cleaning agency, a restaurant, a storefront, an auto sales lot, and a recycling center. The review indicated the following listed occupants for the parcel, South Western Avenue Montgomery Cleaning Agency (1956), E and G Auto Sales (1985 through 1995), City Recycling Center (2006 through 2016).

It was concluded that "No significant environmental concerns have been identified based on the historical use of the Property or surrounding area." The assessment did not identify any recognized environmental conditions (RECs) associated with the parcel.

With regard to the occupation of the property as Montgomery Cleaning Agency, EFI Global attempted to find out additional information about this occupant via online research including reviewing the Newspapers.com website. No further information was identified. Additionally, no further information was supplied by the review of City Directories provided by EDR. Based on the name of the business,

this business likely operated as a cleaning operation. There were no indications of drycleaning in the name, nor were there any evidence such as permitting to suggest drycleaning occurred on the property.

Preliminary Subsurface Methane Gas Investigation at 3022 S. Western Avenue, Los Angeles, CA, prepared by GeoKinetics, dated August 18, 2022 - A subsurface methane investigation was completed at the property. It was noted that the property is located in the Las Cienegas Oil Field, and no oil wells were shown to have existed at the property. The closest oil well was located 2,150 feet east. The subject property is listed in a Methane Zone, and it was noted that it is necessary to incorporate methane gas mitigation measures into the design of the proposed development in accordance with Los Angeles Department of Building and Safety (LADBS) requirements. Field work included the installation of two subsurface gas probed in July 2022. A slightly elevated methane gas level of 1,000 parts per million was detected in P-1 at 30 and 40 feet bgs. It was concluded that the property should be classified as a Level II site with a Design Methane Pressure of 0.2 inches of water in accordance with LADBS guidelines. The report lists the methane mitigation measures typically required for slab-on-grad structures within a methane zone including, sub-slab vent systems, impervious membranes, utility trench dams, and conduit seals.

Preliminary Geotechnical Engineering Investigation, Proposed Apartment Building, 3022 South Western Avenue, Los Angeles, CA, prepared by GeoConcepts Inc., undated as the version is in draft form - The report highlighted that the development is proposed to be a five-story mixed use apartment building with one level of subterranean parking. The report detailed the geotechnical conditions of the property. Subsurface exploration involved the advancement of two borings to a maximum depth of 75 feet bgs. It was noted that the subsurface exploration did not encounter groundwater to a depth of 75 feet bgs. Based on the summary of findings, artificial fill was encountered with a thickness of 0.5 feet. The fill was underlain by quaternary alluvium. It was concluded that the project is suitable for the intended use. Other geotechnical recommendations not relevant to this assessment were included.

Design Plans, dated, August 24, 2022, indicating that the development will involve the replacement of the existing 5,967 square foot one story building with a new mixed use building providing 114 residential apartment units, 2,500 square feet of commercial area, 62 onsite parking stalls. The structure is to include one level of subterranean parking, followed by parking and commercial or common areas on the ground floor, and residential apartment units thereafter.

These documents were provided by the client and were reviewed by EFI Global, Inc. in good faith. EFI Global, Inc. relies on the information in these documents to be true information for the subject property.

4.0 HISTORICAL LAND USE

A review of historical data derived from standard historical resources is provided in this section. The objective of consulting historical sources is to develop a history of the previous uses of the property and surrounding area, in order to help identify the likelihood of past uses having led to recognized environmental conditions in connection with the property. During our historical review, acute attention is paid to the subject property. Data relating to the adjoining and immediately surrounding properties (within 100-feet of the subject property boundary) and the surrounding area is reviewed to the extent that it is revealed in the course of researching the property itself.

4.1 Aerial Photography Review

Aerial Photography of many portions of the United States dates back to the 1920's. Items searched for in each photograph included, but were not limited to: evidence of tanks, gas stations, industrial site usage, water drainage pathways, areas which show evidence of drums or excessive debris, discolored or stained soils, areas of distressed vegetation, et cetera.

Aerial Photograph Coverage was available from EDR for the years: 1923, 1928, 1938, 1948, 1952, 1954, 1964, 1970, 1977, 1981, 1989, 1994, 2002, 2005, 2009, 2012, and 2016. A summary of our observations is presented in the following table.

Year	Subject Property	Notable Adjoining Property Observations	Notable Observations of the Surrounding Area
1923 and 1928	The subject property appears to be developed with four or five single-family residences.	North: Single-family residence South: Undeveloped lot East: Five single-family residences West: Undeveloped lot on north side of West 31st Street and developed for commercial and/or residential purposes on south side of West 31st Street; By 1928, the undeveloped lot is now developed with a commercial property which includes a possible gasoline service station canopy	The surrounding properties appear to be mostly single-family residences or undeveloped lots. In addition, some commercial properties appear to be located to the south along West Jefferson Boulevard.

Year	Subject Property	Notable Adjoining Property Observations	Notable Observations of the Surrounding Area
1938	The subject property appears to be developed with three single-family residences and vacant land in the remainder.	North: Single-family residence South: Commercial building East: Five single-family residences West: Developed with a commercial property which includes a possible gasoline service station canopy on north side of West 31st Street and a storage yard on the south side of West 31st Street	The surrounding properties appear to be mostly single-family residences with some commercial properties to the north. In addition, commercial properties appear to be located to the south along West Jefferson Boulevard, including gasoline service stations on the northeast and southwest corners of South Western Avenue and West Jefferson Boulevard.
1948, 1952, 1954, 1964, and 1970	The subject property appears to be developed with a light industrial building on the north half and a residence and small commercial structures on the south half.	North: Commercial building; By 1970, the north adjoining property is a vacant lot South: Commercial building East: Five single-family residences West: Developed with several adjoining commercial buildings on north side of West 31st Street and gasoline dispenser fueling on the corner of the property by 1970; Developed for commercial purposes on south side of West 31st Street; By 1964, a gasoline service station appears on the northwest corner of West Jefferson Boulevard and South Western Avenue	The surrounding properties appear to be mostly single-family residences with some commercial properties to the north. By 1964, a gasoline service station is observed on the southwest corner of West 30th Street and South Western Avenue. In addition, commercial properties appear to be located to the south along West Jefferson Boulevard, including gasoline service stations on the northeast and southwest corners of South Western Avenue and West Jefferson Boulevard.

Year	Subject Property	Notable Adjoining Property Observations	Notable Observations of the Surrounding Area
1977	The subject property appears to be developed with a light industrial building on the north half and a residence and small commercial structures on the south half. The southernmost parcel appears to be a vacant lot.	North: Parking lot South: Commercial building East: Single-family residences West: Developed with several commercial buildings on the north side of West 31st Street and two commercial buildings and a gasoline service station on the south side of West 31st Street	The surrounding properties appear to be mostly single-family residentials with commercial properties including gasoline service stations on the northeast and southwest corners of South Western Avenue and West Jefferson Boulevard.
1981	The subject property appears to be developed with a light industrial building and a carport on the north half and a residence and small commercial structures on the south half. The southernmost parcel appears to be a vacant lot.	North: Parking lot South: Commercial building East: Single-family residences West: Developed with several commercial buildings on the north side of West 31st Street and two commercial buildings and a gasoline service station on the south side of West 31st Street	The surrounding properties appear to be mostly single-family residentials with commercial properties including gasoline service stations on the northeast and southwest corners of South Western Avenue and West Jefferson Boulevard.
1989 and 1994	The subject property appears to be developed with a commercial building on the central portion, parking on the southern portion, and vacant land in the remaining areas. By 1994, the north vacant areas appear to be utilized for parking.	North: Parking lot South: Commercial building East: Single-family residences West: Developed with several commercial buildings on the north side of West 31st Street and three commercial buildings on the south side of West 31st Street	The surrounding properties appear to be mostly single-family residentials with commercial properties including gasoline service stations on the southwest corner of South Western Avenue and West Jefferson Boulevard.

Year	Subject Property	Notable Adjoining Property Observations	Notable Observations of the Surrounding Area
2002, 2005, and 2009	The subject property appears to be developed with a commercial building on the central portion that was expanded to the east, with a small storage structure on the southwest portion, and parking and storage on the north portion. Additional storage structures appear on the south portion by 2009.	North: Parking lot South: Commercial building; vacant by 2005; developed with an apartment building by 2009. East: Single-family residences West: Developed with several commercial buildings on the north side of West 31st Street and three commercial buildings on the south side of West 31st Street	The surrounding properties appear to be single-family residential and commercial.
2012 and 2016	The subject property appears to be developed with the existing commercial building in its present-day configuration, which was expanded along the northwest portion, a carport on the northeast portion, and storage structures on the south portion.	North: Parking lot South: Existing residential structure East: Single-family residences West: Developed with several commercial buildings on the north side of West 31st Street and three commercial buildings on the south side of West 31st Street. By 2016, an apartment building appears on the north side of West 31st Street.	The surrounding properties appear to be single-family residential and commercial.

- Aerial photographs indicate that the west adjacent properties were developed with gasoline service stations from various years 1938 to 1981. For further discussion on these operations, please refer to Section 5.2.

4.2 Topographic Map Review

Topographic Maps of many portions of the United States dates back to the 1879 and the series of 7.5-minute quadrangles was officially completed in 1992. More than 55,000 7.5-minute maps were made to cover the 48 conterminous States. This is the only uniform map series that covers the entire area of the United States in considerable detail. Traditionally topographic maps show both natural

and man-made features. Items searched for in each topographic map included, but were not limited to: evidence of tanks, landfills, water drainage pathways, or areas which show significant evidence of fill, et cetera.

Topographic Map Coverage was available from Environmental Data Resources (EDR) for the years: 1894, 1896, 1898, 1900, 1902, 1920, 1921, 1924, 1926/1928, 1953, 1966, 1972, 1981, 1991, 2012, 2015, and 2018. A summary of our observations for the remaining maps are presented in the following table.

Year	Subject Property	Notable Adjoining Property Observations	Notable Observations of the Surrounding Area
1894, 1896, 1898, 1900, and 1902	The subject property is depicted as undeveloped land.	All adjoining properties are depicted as undeveloped.	The surrounding properties are mostly depicted as undeveloped with the exception of roadways developed throughout and scattered structures, particularly to the east.
1920 and 1921	The subject property is depicted as being developed, however, the subject property buildings are not depicted as separate structures.	All adjoining properties are depicted as developed, however, the individual buildings are not depicted as separate structures.	The surrounding properties are depicted as developed, however, the individual buildings are not depicted as separate structures.
1924 and 1926/1928	The subject property is depicted with a number of structures.	All adjoining properties are depicted as developed, however, the individual buildings are not depicted as separate structures in some cases.	The surrounding properties are depicted with structural development.
1953, 1966, 1972, 1981, and 1991	The subject property is not depicted with any specific structures, however, the property is shaded indicating development	All adjoining properties are not depicted with any specific structures, with the exception for the school or house of worship to the north, the properties are shaded indicating development	The surrounding properties are shaded with development, however, no specific structures are depicted with the exception of schools and churches.

- Topographic Maps that were created in 2012, 2015, and 2018 do not depict any structures and only indicate street development and street names. This does not indicate that structures were not present at that time.

4.3 Building Department Records Review

The addresses identified as current and historical addresses for the subject property were researched at the Los Angeles Department of Building and Safety. Items considered in the course of the building permit review are previous site usage, previous ownership, and the construction or demolition of any structures that may have had a negative environmental impact on the property. The following table summarizes relevant building permits obtained and reviewed:

3016 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
10/23/1906	W. U Bower	Building permit to construct a residence

3018 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
05/04/1938	P.C. Humason	Building permit to add store front to existing residence

3022 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
11/09/1906	W. U. Bower	Building permit to construct a residence
10/01/1935	P.C. Humason	Building permit for 10'x12' addition to existing residence and toy store
01/20/1936	Humason	Building permit to add awning to existing store
08/13/1936	P.C. Humason	Building permit to add glassed-in front to existing store and home
03/02/1938	Preston Clifford Humason	Building permit for 11'x22' addition to existing store and residence
01/12/1940	Preston Humason	Building permit for 30'x45' addition to existing retail store (baby shop)
02/03/1942	Preston Humason	Building permit for 30'x60' addition to existing salesroom/retail store/ living quarters
09/18/1945	Western Baby and Toy Shop	Building permit to erect a new storage room for furniture
10/10/1946	Humason	Building permit to remove portion of 2nd floor from existing store
04/19/1948	P.C. Humason	Building permit for 50'x77' addition to existing store on lot with two stores and a warehouse
05/23/1949	P.C. Humason	Certificate of Occupancy for 50'x77' addition to store
02/15/1954	H. Humason	Building permit to repair fire damage at existing store

3022 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
02/16/1954	H. Humason	Building permit to replace wood roof truss
09/28/1958	Western Toy and Baby Shop	Building to add an awning
09/12/1988	Joon Pak	Building permit to demolish commercial building

3024 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
01/23/1907	W.U. Bower	Building permit to construct a residence
12/01/1913	Laura Mairs	Building permit to erect a new auto shed

3026 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
02/14/1956	P. C Humason	Building permit for interior partitions and vents, to existing billiards hall; new use indicated to be billiards hall and barber shop
09/27/1960	P. C. Humason	Building permit for occupancy survey of existing pool room
11/10/1960	P. C. Humason	Certificate of Occupancy for a pool hall
01/23/1962	Charles Neal	Building permit for addition of a partition to lavatory, storage room and lunch counter, to existing pool hall
05/01/1962	Charles Neal	Building permit for installing an aluminum awning, to existing pool hall
09/28/1962	Charles Neal	Certificate of Occupancy for addition of lunch counter and storage area in existing pool hall
12/28/1964	Charlie Neal	Building permit for addition of wood wainscoat inside accoustic ceiling, to existing pool hall
10/10/1968	P. C. Humason	Building permit to raise header in door, to existing pool hall
07/03/1991	Sung Han Kook	Building permit to remove non-bearing ceiling joist and fire damage repair, to existing office/ storage building

3026 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
10/07/1991	Sung Han Kook	Building permit to replace existing tenant improvement non-bearing interior partition wall and two new exterior doors, to existing office/ storage building
11/27/1991	Sam Ham Kook	Building permit to revise parking striping design on plan, to existing office/storage building

3028 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
08/12/1907	W.U. Bower	Building permit to construct a residence
05/22/1911	E. Johns	Building permit for addition to existing dwelling

3100 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
01/23/1907	W.U. Bower	Building permit to construct residence
02/21/1962	Milton Parkers	Building permit to add awning to existing store
07/09/1962	Mrs. F. Rose	Building permit to convert den to existing store
08/20/1962	Fern Rose	Certificate of Occupancy for single-family dwelling
06/14/1963	Milton Parkers	Building permit to add header over door of existing store building
02/05/1981	Mr. Parker	Building permit to repair fire damage and add rear storage to existing retail sales building

3100-3102 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
01/06/1982	Milton Parker	Building permit to demolish commercial building

3102 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
Illegible	N.S. Yuen	Building permit to alter existing residence and garage
05/13/1932	E.V. Fallgren	Building permit to repair fire damage of existing residence and garage

3102 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
05/23/1932	E.V. Fallgren	Building permit to alter existing garage
02/27/1948	Dr. & Mrs. Benjamin Rose	Building permit to alter existing dwelling
08/27/1948	Dr. Benjamin Rose	Certificate of Occupancy, change of use from residential to stores, general occupancy

3102 1/2 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
07/02/1962	Mrs. F. Rose	Building permit to alter existing commercial store and residence

3104 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
11/20/1963	Milton Parker	Building permit to convert south side block of a vacant store in a candy store
10/18/1996	Yechezkel and Hamda Gabay	Building permit to erect a new recycling deposit center in a vacant lot
01/13/1997	Yechezkel and Hamda Gabay	Certificate of Occupancy for a recycling deposit center

3106 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
05/26/1906	Guy C. Richards	Building permit to construct residence
09/06/1946	L. L. Hoffmann	Building permit to erect a new building for use as a self service laundry
04/01/1947	L. L. Hoffmann	Certificate of Occupancy for a self service laundry
02/26/1959	Charles Malarcher	Building permit for change of occupancy from a vacant store to a café
02/23/1960	Charles Malarcher	Certificate of Occupancy for a café
06/12/1962	Charles Malarcher	Building permit for installing an aluminum awning, to existing café and barber
06/15/1970	Parker's Closet	Building permit for installing a sign

3108 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
08/13/1947	L. Hoffmann	Building permit for addition of a room to present self service laundry to be used for an office
10/17/1947	Mrs. L. L. Hoffmann	Certificate of Occupancy for a barber shop

3106-3108-3110 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
12/23/1947	L. L. Hoffmann	Building permit for addition of store to existing store building

3110 South Western Avenue		
Date	**Owner/Occupant**	**Purpose**
03/23/1948	L. L. Hoffmann	Certificate of Occupancy for a food establishment

- Building permits indicate that a self service laundry operated at the subject property associated with addresses 3106 and 3108 South Western Avenue in at least 1946 and 1947. For further discussion, refer to Section 4.6.

- The remaining permits obtained and reviewed were for minor tenant improvements, sign permits, or other permits which are not significant and did not contain information about the historical site use or the potential for recognized environmental conditions.

4.4 City Directory Review

City directories have been published since the 1800's and provide detailed occupant information for the property and its surrounding area at five-year intervals. The purpose of the City Directory research is to attempt to determine the businesses that historically occupied the subject property. Historical City Directories provided by EDR and reviewed by EFI Global, Inc. are listed below.

Subject Property

3022 South Western Avenue	
Date	**Listing**
1924, 1929, 1933, and 1937	Residential tenants
1942	Children's Clothes
1951	Western Baby & Toy Shops
1958	Brody's Children's Stores and Mc Coy Robert
1971, 1976, and 1981	Shield's Van & Storage
1986	Discount Furniture
1994	Hyundae Shipping Co. Ltd., Hyundae Moving and Trucking Co., and U Haul Co.

3022 South Western Avenue	
Date	**Listing**
1999	Hyundae Trucking and Shipping Co., Hyundae Shipping Co. Limited, and LA Moving and Shipping Company
2000	Hong Kook, LA Moving and Shipping Co., and Hyundae Trucking and Shipping Co.
2004	Hyundae Trucking Co. and an unknown occupant
2006	Hyundae Trucking and Shipping Co.
2009	Hyundae Trucking Co.
2014	Semi Shipping and Hyundae Trucking Co. Inc.

Subject Property

3024 South Western Avenue	
Date	**Listing**
1924 and 1929	Residential tenants, Laura H. Mairs, John W. Whittier, Lois Whittier
1958 and 1976	The Barber Browne, Spencer Browne Jr
1990	The Barber Browne (3024 ½)

Subject Property

3024 South Western Avenue	
Date	**Listing**
1924 and 1929	Residential tenants, Laura H. Mairs, John W. Whittier, Lois Whittier
1958 and 1976	The Barber Browne, Spencer Browne Jr
1990	The Barber Browne (3024 ½)

Subject Property

3026 South Western Avenue	
Date	**Listing**
1951	Happy Home Furniture

Subject Property

3100 South Western Avenue	
Date	**Listing**
1951	Jones and Kirkland Accountants
1971 and 1976	Mr. Parker's Closet, Milton M. Parker
2000	No City Directory Listing

Subject Property

3102 South Western Avenue	
Date	**Listing**
1924	Residental tenant, Fred H. Whalen
1929	Residential tenant, Marie W. Contreras
1942	Residential tenant, S G Chew
1958	George's Shoe Shine Parlor

Subject Property

3104 South Western Avenue	
Date	**Listing**
1990	E & G Auto Sales
1999	City Recycling Center
2000	City Recycling Center, Yechezkel Gabay
2004	John Austin
2006, 2009 and 2014	City Recycling Center
2009	Western Recycling

Subject Property

3106 South Western Avenue	
Date	**Listing**
1924	Residential Tenant, Joseph Bishop
1929	Residential Tenant, Charles Pooley
1933	Residential Tenants, Fred Beck, Mary L. Graystone, Jean W. Miller
1951 and 1958	Residential Tenant, Ennis R. Cotton

Subject Property

3108 South Western Avenue	
Date	**Listing**
1951	Claudia's Specialty Shop

Subject Property

3110 South Western Avenue	
Date	**Listing**
1951 and 1958	Charles Barber Shop

The following addresses were identified for the adjoining and immediately surrounding properties: 3001, 3005, 3007, 3011, 3012, 3016, 3017, 3019, 3021, 3023, 3101, 3103, 3105, 3109, 3111, 3112, 3113, and 3114 South Western Avenue; 3003, 3007, 3009, 3011, 3013, 3017, 3023, 3027, 3103, 3107, and 3113 South Hobart Boulevard; 2000, 2012, 2001, 2007, 2009, 2013 West 31st Street. These addresses were reviewed during the City Directory research did not reveal any uses of concern, with the exception of the following:

- 3023 South Western Avenue: This adjacent property to the west across South Western Avenue was occupied by a gasoline service station from 1929 to 1971. This address is further discussed in Section 5.2 of this report.

4.5 Sanborn Map Review

Originally compiled by the Sanborn Map Company of Pelham, New York for fire insurance companies to assess fire risks related to building materials and hazardous materials storage, today Sanborn Maps are an invaluable tool for Environmental Professionals in determining historical site use and the potential for environmental conditions. Sanborn Map Coverage is available from as early as 1867 in some cities. Although Sanborn maps were created for approximately twelve thousand cities and towns in the United States, Canada, and Mexico, Sanborn Map Coverage is not available in newer and more rural communities. Sanborn Map Coverage was available from EDR for the years: 1907, 1922, 1950, 1954, 1955, 1956, 1959, 1960, 1961, 1966, 1968, 1969, and 1970. However, the Sanborn maps from 1959 and 1961 do not cover the subject property or adjacent/immediately surrounding properties. A summary of our observations is presented in the following table.

Year	Subject Property	Notable Adjoining Property Observations	Notable Observations of the Surrounding Area
1907	The subject property is depicted with five single-story single-family dwellings.	North: Single-family dwelling South: Undeveloped lot East: Five single-family dwellings West: Undeveloped lots and developed with a single-family dwelling, stable, and small ancillary structures	The surrounding area is depicted as undeveloped lots or single-family dwellings to the north, east, and west. To the south, the surrounding area is depicted with commercial structures including a hardware store, office, bowling alley, drug store, and dance hall along with more undeveloped lots and single-family dwellings.

Year	Subject Property	Notable Adjoining Property Observations	Notable Observations of the Surrounding Area
1922	The subject property is depicted with six single-story single-family dwellings and six associated small automobile house/garage structures.	North: Single-family dwelling South: Undeveloped lot East: Five single-family dwellings West: Undeveloped lots and developed with three single-family dwellings, an automobile house/ garage, and automobile electric building, and a multi-tenant commercial structure occupied by stores and a drug store	The surrounding area is depicted with some undeveloped lots and mostly single-family dwellings to the north, east, and west. To the south, the surrounding area is depicted with commercial structures including stores, a bakery, and a gasoline and oil service station and automobile repair shop on the south side of West Jefferson Boulevard along with more undeveloped lots and single-family dwellings.
1950, 1954, 1955, and 1956	The subject property on the north half is depicted with a large light industrial building occupied by a furniture store which includes storage. The south half of the subject property is depicted with a single-family dwelling, an automobile house/garage, and six stores.	North: Toy storage building South: Developed with a store, office, and warehouse East: Five single-family dwellings West: Depicted with a gasoline and oil service station, auto repair, auto painting, restaurant, multiple stores, and a parking lot	The surrounding area to the east and west is depicted with single-family dwellings. To the north, the surrounding area is depicted with single-family dwellings and commercial properties including a church, gasoline and oil service station, tire shop and automobile repair shop. By 1954, the tire shop to the northwest also included a gasoline and oil service station. To the south, the surrounding area is depicted with commercial structures including stores, furniture stores, and two gasoline and oil service stations and automobile repair/tire shops on the corners of West Jefferson Boulevard and South Western Avenue along with single-family dwellings.

Year	Subject Property	Notable Adjoining Property Observations	Notable Observations of the Surrounding Area
1960, 1966, 1968, 1969, and 1970	In 1960, the subject property on the north half is depicted with a large light industrial building occupied by three stores. By 1966, the building is depicted as being occupied by one store and a furniture store in the remainder of the building. In 1960, the south half of the subject property is depicted with a single-family dwelling, an automobile house/garage, five stores, and a restaurant. By 1966, the restaurant has expanded and there are now four stores. By 1970, the restaurant and store on the southernmost portion of the subject property were demolished.	North: Vacant lot South: Developed with a store, office, and warehouse; By 1966, depicted with two offices and a warehouse East: Five single-family dwellings West: Depicted with a gasoline and oil service station, auto repair, auto painting, and restaurant on the north side of West 31st Street and depicted with multiple stores and a gasoline and oil service station on the north side of West Jefferson Boulevard	The surrounding area to the east and west is depicted with single-family dwellings. To the north, the surrounding area is depicted with single-family dwellings and commercial properties including a church, three gasoline and oil service stations, tire shop, and automobile repair shop. By 1969, the gasoline and oil service station on the southwest corner of West 30th Street and South Western Avenue was demolished. To the south, the surrounding area is depicted with commercial structures including stores, furniture stores, restaurants, and two gasoline and oil service stations and automobile repair shops on the corners of West Jefferson Boulevard and South Western Avenue along with single-family dwellings.

- Sanborn maps indicated the following historical street addresses associated with the subject property: 3016, 3022, 3024, 3026, 3032, 3100, 3102, 3102 1/2, 3104, 3106, 3108, and 3110 South Western Avenue. These addresses were researched during the completion of this report.

- Sanborn maps indicate that the west adjacent properties were developed with gasoline service stations from various years 1950 to 1970. For further discussion on these operations, please refer to Section 5.2.

4.6 Historical Summary

4.6.1 Subject Property

According to EFI Global, Inc.'s interpretation of the historical research data, the subject property consisted of undeveloped land from at least 1894 to 1902. In 1906 and 1907, six single-family dwellings were constructed on the subject property (3016, 3022, 3024/3026, 3028/3032, 3100/3102, and 3106 South Western Avenue). In 1935 and 1938, store fronts were added to the residences at 3022 and 3018 South Western Avenue, respectively. By at least 1938, three of the dwellings were demolished (3024/3026, 3028/3032, and 3106 South Western Avenue) while

the other three dwellings remained. Between 1940 and 1948, the dwellings at 3016 and 3022 South Western Avenue were demolished and the northern portion of the subject property was redeveloped with a light industrial building used as a furniture store/showroom and for storage and warehouse purposes. In 1946, a commercial building was constructed at 3106 South Western Avenue to be used as a self-service laundry facility. In 1948, the residence at 3102 South Western Avenue was converted to a store. Sometime prior to 1948 and up to 1950, additional commercial buildings were constructed at 3100, 3104, 3108, and 3110 South Western Avenue. Also prior to 1950, a commercial building was constructed at 3026 South Western Avenue which appeared to connected to the furniture showroom building initially and became its own stand-alone building between 1956 and 1960 and was used as a billiards hall. Between 1969 and 1970, the commercial buildings at 3106, 3108, and 3110 South Western Avenue were demolished and the southern parcel was converted to a parking lot. In 1982, the residence and commercial building at 3100 and 3102 South Western Avenue were demolished and in 1988, the light industrial furniture showroom and storage building at 3022 South Western Avenue was also demolished.

From 1989 to the present, the former billiards hall structure in the central portion of the subject property at 3026 South Western Avenue has remained. This structure was extended to the east and northwest prior to 2002 and 2012. The remaining portions of the property to the north and south were either vacant or utilized for parking or storage. Some time between 2005 and 2009, the subject property north and south of the building has been used solely for paved parking or storage purposes. The structure is currently addressed as 3022 South Western Avenue.

The property occupants have generally utilized the property for store, restaurant, barber shop, storage, office, trucking, self-service laundry, and shipping purposes. For a complete list of historical occupants refer to Section 4.4. Notable occupants included, Self Service Laundry at 3106 and 3108 South Western Avenue from 1946 to 1947, City Recycling Center / Western Recycling at 3104 South Western Avenue from 1999 to 2009, and Hyundae Shipping Co., / Hyundae Moving and Trucking Co., / U Haul Co./ LA Moving and Shipping Co., and Traffic Management Inc., at 3022 South Western Avenue from 1994 through 2014.

- The subject property has been occupied by a self-service laundry in at least 1946 and 1947. Based on the details provided within the building permits, the facility operated laundry services rather than dry cleaning. Therefore, this occupant is not expected to represent a significant concern for the subject property.

- The subject property has operated as a recycling center from 1999 to 2009. Recycling centers generally include the sorting of household recycling materials (glass, plastic, and cardboard). There were no indications of significant dumping at the subject property, and the subject property is predominantly covered in hard paved areas. Based on the small scale of the recycling operation, and operation during a period of stringent regulatory control, this operation is not expected to represent a significant environmental concern for the subject property.

- The subject property has operated as a trucking, shipping and traffic management facility from 1994 through 2014. It appears that the property was used for warehouse purposes during this time. Per review of the regulatory agency files, there is no significant hazardous waste generation associated with these occupants. Furthermore, the site reconnaissance did not identify any subsurface features, indicative of former

auto or truck repair operations further indicating a use for warehousing during this time. Based on the foregoing, this former usage is not expected to represent a significant environmental concern for the subject property.

4.7 Historical Data Gaps

Based on our review of the historical data, no significant data gaps were encountered during our research.

5.0 REGULATORY DATABASE REPORT

A radial database search was conducted in accordance with the specifications defined in ASTM International E1527-13 and E1527-21 which sets the radial search distances for each regulatory database. The radial database search was conducted by EDR on September 16, 2022. A copy of the database report is presented in Appendix III of this report. The following table summarizes required databases reviewed, the approximate search distances, and indicates if the subject site, adjoining/ immediately surrounding properties or surrounding sites are listed on the respective database.

Following the table are summaries of the information found in the relevant database listings and our opinion regarding the potential for the subject property to be impacted. Our opinion is based on the information found in the database listings, through other historical and regulatory resources, "Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions" (ASTM International E2600-15), and assumed groundwater flow direction. As discussed in Section 2.3, groundwater is estimated to be approximately 35 feet bgs in the area of the site and is assumed to flow towards the south to southwest.

DATABASE	Search Distance (Miles)	Subject Site (Yes/No)	Adjacent Site (Yes/No)	Total Listings (#)
Federal National Priorities List (NPL)	1.0	No	No	0
Federal De-listed NPL	1.0	No	No	0
Federal CERCLIS	0.5	No	No	0
Federal CERCLIS NFRAP	0.5	No	No	1
Federal RCRA CORRACTS	1.0	No	No	0
Federal RCRA non-CORRACTS TSD	0.5	No	No	0
Federal RCRA Generators	0.25	No	No	3
Federal Institutional/Engineering Controls	0.5	No	No	0
Federal ERNS	Property	No	No	0
State/Tribal Equivalent NPL	1.0	No	No	0
State/Tribal Equivalent CERCLIS	1.0	No	No	1
State/Tribal Landfill	0.5	No	No	0
State/Tribal Underground Storage Tank (UST)	0.25	No	Yes	35
State/Tribal Leaking Underground Storage Tank (LUST/ CPS-SLIC)	0.5	No	No	2
State/Tribal Institutional/Engineering Controls	0.5	No	No	0
State/Tribal Voluntary Clean-up Sites	0.5	No	No	0
State/Tribal Brownfield Sites	0.5	No	No	0

5.1 Subject Property

Western Commercial (3022 South Western Avenue) - The subject property is listed on the Hazardous Waste Tracking System (HWTS) database. The listing indicated that the facility was assigned USEPA Identification (ID) CAC002863312 in June 2016 that became inactive in September 2016. No manifest or further pertinent information was supplied. Based on the lack of reported hazardous waste generation or evidence of a release, the above listing is not expected to represent a significant environmental concern.

Traffic Management, Inc. (3100 South Western Avenue) - The subject property is listed on the HWTS and Facility and Manifest Data (HAZNET) databases. The listings indicated that the facility was assigned USEPA ID CAC002864830 in June 2016 that became inactive in September 2016. Hazardous waste generation included 0.25 tons of hydrocarbon solvents that were disposed of via storage, bulking and/ or transfer off site in 2016. Based on the proper disposal of hazardous materials, and lack of evidence of a reported release the above listings are not expected to represent a significant environmental concern.

5.2 Adjoining and Immediately Surrounding Properties

Exclusive Overall Laundry and Johnson Taliaferro (3114 and 3116 South Western Avenue) - The adjoining southern property (hydrologically down-gradient) is listed on the EDR Exclusive Historic Dry Cleaners (EDR Hist Cleaner) database. According to the listing the property operated as a steam laundry and hand laundry in 1929 and 1933, respectively. With regard to the Johnson Taliaferro listing in 1929, per review of City Directories, historically when residential individuals were listed the occupation o the individual was often listed as well. It is likely that Johnson Taliaferro was the residential occupant, with an occupation as a steam laundry worker. As such, it is unlikely that drycleaning operations occurred at the property, and as such this listing is not expected to represent a significant concern.

With regard to the Exclusive Overall Laundry listing, according to City Directory research, by 1937 the property was occupied by a resident. Hand laundry facilities typically only perform washing/ drying activities and do not utilize drycleaning chemicals. Given that the property operated as a hand laundry with no indications of drycleaning, short duration of use as a hand laundry, and lack of evidence of a documented release, the above listing is not expected to represent a significant concern.

W.J. Barnett, F.D Bowen, Vachstein E.F, W.A Barnes, G.H Eckard, MC Quillen Rutan, and Jefferson Park Terrace (2005, 2009, and 2013 West 31st Street, and 3001, 3021, and 3023 South Western Avenue) - The adjacent western property, located approximately 80 feet from the subject property (hydrologically cross-gradient), that comprises the area from West 30th Street to West 31st Street, is listed on the EDR Exclusive Historic Gas Stations (EDR Hist Auto), Underground Storage Tank (UST), and Hazardous Materials (HAZMAT) databases. The listings and historical information indicated that a gasoline service station with auto repair may have operated on this property from 1928 through to 1989 on the corner of South Western Avenue and West 31st Street (2005-2013 West 31st Street, 3021-3023 South Western Avenue), approximately 60 feet north of the subject property. A historical UST is associated with this gasoline service station. An additional gasoline service station (3001 South Western Avenue) operated on the corner of West 30th Street and Southwestern Avenue, approximately 140 feet north of the subject property from 1933 to 1942. A historical UST is associated with this immediately surrounding gasoline service station. Additional details regarding the content and capacity of the UST(s) was not identified. The HAZMAT listing indicates that Jefferson Park Terrace maintained facility ID FA0038318 under an inactive status. Based on the lack of documented evidence of a release, and redevelopment of the adjacent property with the existing residential apartment complex, these listings are not expected to represent a significant environmental concern.

Staley Repair Shop (3111 South Western Avenue) - The adjacent western property located approximately 80 feet from the subject property (hydrologically cross-gradient) is listed on the EDR Hist Auto database. The listing indicated that in 1929 an automotive repair operated onsite. No further information was supplied. Based on the lack of documented evidence of a release, the above listing is not expected to represent a significant environmental concern.

Dan-Dee Cleaners (3109 South Western Avenue) - The adjacent western property located approximately 80 feet from the subject property (hydrologically cross-gradient) is listed on the EDR Exclusive Historic Dry Cleaners (EDR Hist Cleaner) and Cleaner Facilities (DRYCLEANERS) database. According to the information provided and historical research, the facility operated as a rug cleaner and dry-cleaner from 1951 through to 1993. The facility holds an inactive permit for the operation of dry-cleaning equipment utilizing perchloroethylene (PCE). During the site reconnaissance, this property was observed to be vacant and boarded. Given the lack of evidence of a release, presumed hydrological cross-gradient location with regard to the subject property, along with the proposed redevelopment of the subject property that will involve over-excavation of one level of subterranean car parking, a commercial ground-level and residential beyond, the above listing is not expected to represent a significant concern.

Bliss Jerry, C.F.I, Mayfield Friendly Service (1785 and 1789 West Jefferson Boulevard) - The adjacent southern property located approximately 60 feet south of the subject property (hydrologically down-gradient) is listed on the UST, Statewide Environmental Evaluation and Planning System Underground Storage Tank (SWEEPS UST), Facility Inventory Database (CA FID UST), and EDR Hist Auto databases. The EDR Hist Auto listing indicates that the facility operated as a gasoline service station from 1937 through 1974. The facility was listed as maintaining a UST(s), however the number of UST(s), installation date, capacity, removal information or content were not supplied. Based on the lack of documented evidence of a release, and down-gradient location with regard to the subject property, the aforementioned listings are not expected to represent a significant concern.

Karl G. A (1777 West Jefferson Boulevard) - The adjacent southeastern property located approximately 65 feet south of the subject property (hydrologically down to cross-gradient) is listed on the EDR Hist Cleaner database. The listing indicated that the facility operated as a clothes presser and cleaner in 1933. Based on the lack of documented evidence of a release, and down to cross-gradient location with regard to the subject property, the aforementioned listings are not expected to represent a significant concern.

Roche H.E (1811 West Jefferson and 3125 South Western Avenue) - The southwestern adjacent property located approximately 100 feet (hydrologically down-gradient) from the subject property is listed on the UST and EDR Hist Auto databases. The listings indicate that in 1933 the facility was listed as an automobile repairing facility. The site is listed to maintain at least one UST under a historical status. Additional details regarding the content and capacity of the UST(s) was not identified. Based on the lack of documented evidence of a release, the above listing is not expected to represent a significant environmental concern.

Blue Bird Laundry (3000 South Western Avenue) - The northern adjacent property located approximately 100 feet from the subject property (hydrologically up-gradient) is listed on the EDR Hist Cleaner database. The listing indicated that the facility operated as a steam laundry 1933. Based on the lack of documented evidence of a release, and relative distance from the subject property, the aforementioned listings are not expected to represent a significant concern.

No other adjoining/immediately surrounding properties (within 100-feet) were listed on any of the regulatory databases researched or the listings were not associated with the storage or disposal of hazardous wastes including aboveground or underground storage tanks, did not indicate a known chemical release, and did not indicate a property use where the use of hazardous chemicals would be expected.

5.3 Surrounding Area

In our opinion, none of the other sites listed on the regulatory database report pose a significant threat to the subject property as there is no indication of a release at the respective sites, a release has occurred but groundwater has not been impacted, a release has occurred but the case is closed, or the sites are located cross or down gradient of the subject property and in excess of 1/10 mile from the subject property.

5.4 Orphan Sites

Orphan sites are unmappable sites which appear in a list form in the Radius Map Report rather than on the standard Radius Map. No orphan sites were identified in the Radius Map Report prepared for this site.

6.0 AGENCY FILE REVIEWS

6.1 State Agencies

The Los Angeles Regional Water Quality Control Board (LARWQCB), Department of Toxic Substances Control (DTSC), and South Coast Air Quality Management District (SCAQMD) were contacted regarding permits, air emissions, and site investigation files for the subject property. Additionally, the State Water Resources Control Board's (SWRCB) GeoTracker, SCAQMD's online Facility Information Detail (FIND), and DTSC's EnviroStor and Hazardous Waste Tracking System (HWTS) online databases were searched for information on the subject property to identify any evidence of previous or current hazardous material usage.

- According to the responses to our request, there are no files for the subject property with the LARWQCB, DTSC, and SCAQMD. Additionally, the subject property is not listed on the GeoTracker, FIND or EnviroStor online databases. Listings on the HWTS online database were consistent with the information discussed in Section 5.1, and do not represent a significant concern for the subject property.

The California Department of Conservation, Geologic Energy Management Division (CalGEM) online mapping application Well Finder was reviewed for information pertaining to oil and gas exploration on or nearby the subject property.

- No oil wells were identified within 500 feet of the subject property.

6.2 City/County Agencies

The Los Angeles County Fire Department Health and Hazardous Materials Division (LACFD HHMD) and the City of Los Angeles Bureau of Sanitation (LABS) were contacted regarding hazardous materials, underground storage tank, and industrial waste discharge records for the subject property. Additionally, the Los Angeles City Fire Department Certified Unified Program Agency (LAFD CUPA) online Active and Inactive CUPA Regulated Facilities and Underground Storage Tank databases which include Active and Inactive Underground Storage Tank (UST), Active and Inactive Hazardous Materials Inventory (HazMat), and Underground Storage Tank Historical Files, and the LACFD HHMD Active and Inactive CUPA Program Records, Site Mitigation Unit (SMU) Case Records, and California Accidental Release Program (CalARP) online databases were reviewed for information pertaining to the subject property.

- According to the response to our request from the LABS there are no records for the subject property.

- According to a review of the LAFD CUPA and LACFD HHMD online databases, none of the subject property addresses were listed.

The City of Los Angeles NavigateLA Online Mapping System was reviewed to obtain substructure maps for the subject property.

- According to a review of the substructure maps for the subject property, no USTs or other substructure features were identified in the area of the subject property.

6.3 Agency File Review Limitations

No significant data gaps were encountered during our agency file reviews.

7.0 NON-SCOPE ENVIRONMENTAL RISKS

ASTM International E1527-13 and E1527-21 identifies additional conditions which, should they exist at the subject property, may create a human health risk to the occupants of the site. These risks may also create additional costs to the property owner in the form of identification, operations & maintenance, and cleanup or remediation.

7.1 Asbestos Containing Building Materials

Asbestos is a group of naturally occurring minerals used in many products, including building materials vehicle brakes, insulation and other products that require resistance to heat and corrosion. Asbestos includes: chrysotile, amosite, crocidolite, tremolite asbestos, anthophyllite asbestos, actinolite asbestos, and any of these materials that have been chemically treated and/or altered.

The inhalation of asbestos fibers by workers can cause cancer and other serious diseases of the lungs and other organs that may not appear until years after the exposure has occurred. For instance, asbestosis can cause a buildup of scar-like tissue in the lungs and result in loss of lung function. Asbestos fibers associated with these health risks are too small to be seen with the naked eye, and smokers are at higher risk of developing some asbestos-related diseases.

Asbestos-containing materials (ACM) do not always pose a hazard to occupants and workers in buildings that contain these materials. Intact, undisturbed ACMs generally do not pose a health risk. ACMs may become hazardous and pose an inhalation risk when they are damaged, disturbed in some manner, or deteriorate over time and asbestos fibers are released into building air.

ACM can be found in a multitude of building products which include decorative and acoustical plaster texture, fire-proofing (Monokote), joint compound, attic and wall insulation, resilient floor covering, mastic, recessed lighting fixtures, wiring, elevator brakes, fire doors, pipe insulation, pipe gaskets, duct insulation, duct tape, siding and roofing materials (tar/shingles), textured paint, stucco, concrete, asphalt underlayment (Petromat) and plaster.

Local jurisdictions have specific laws and regulations regarding asbestos and actions including building renovations and building demolition.

- Based on the age of the on-site structure, there is a potential for asbestos-containing building materials at the subject property; however, no testing was completed as part of this report. Suspect ACMs were observed in the form of drywall, drop ceiling tiles, and ceramic tile flooring and associated mastics. All building materials appeared in good condition at the time of our site reconnaissance. Individual suspect materials would need to be tested as part of an asbestos survey prior to any renovation or demolition in order to confirm the presence or non-presence of asbestos.

7.2 Lead-Based Paint

Although the use of lead-based paint in residential structures has been prohibited since 1978, it may still be used in commercial and industrial buildings. It is approximated that 80 percent of buildings built prior to 1978 contain lead paint. Even at low levels, lead poisoning can cause IQ deficiencies, reading and learning disabilities, impaired hearing, reduced attention spans, hyperactivity and other behavior problems with children under 6 years old being most at risk.

Lead is a highly toxic metal that was used for many years in products found in and around our homes and commercial buildings. Lead can be found in dust from friction surfaces of windows and doors that are painted with lead-based paint and from building components coated with lead-based paint that has begun peeling, flaking and chalking. There is also the potential for soil to have elevated lead levels due to leaching from lead based paint on nearby structures and deposition of airborne lead when leaded fuel was in use prior to the 1976 ban and phase out.

Since the 1980's, lead has been phased out in gasoline, reduced in drinking water, reduced in industrial air pollution, and banned or has been limited in use in consumer products.

Between the local, State and Federal agencies, including the Environmental Protection Agency (EPA), Department of Housing and Urban Development (HUD), Occupational Safety & Health Administration (OSHA) and the California Department of Public Health (CDPH), each state has various action limits that have been enacted with the intent to prevent human exposure and contamination of the surrounding environment.

- Based on the age of the on-site structure, there is a potential for LBP at the site. All painted surfaces appeared in good condition at the time of our site reconnaissance. Individual suspect materials would need to be tested as part of a lead-based paint survey prior to any renovation or demolition in order to confirm the presence or non-presence of LBP.

7.3 Radon

Radon is a radioactive gas that has been found in structures all over the United States. Radon is produced from the natural breakdown of uranium in soil, rock, and water. Radon typically moves up through the ground and into structures through cracks and other holes in the foundation. Movement of radon through the earth is strongly influenced by moisture content and permeability of soil, porosity, and degree of fracturing in rocks, as well as surface meteorological conditions. High levels of radon have been discovered in every state.

Radon cannot be seen, smelled, or tasted. Breathing air-containing radon may increase the risk of getting lung cancer. The Surgeon General of the United States has warned that radon is the second leading cause of lung cancer in the United States today after smoking.

Testing for the presence of radon is fairly inexpensive, simple and is the only way to be certain of the on-site concentrations. Various types of sampling methods exist to determine the concentration. On-site radon sampling was not performed during the completion of this assessment.

- Based on our research at the USEPA, the average radon concentrations for Los Angeles County are between 2.0 picocuries per liter (pCi/L) and 4.0 pCi/L, which is below the 4.0 pCi/L action level set by the USEPA. Further, the California Geological Survey *Radon Potential Radon Zone Map for Southern California*, dated January 2005, shows moderate concentrations of radon in the vicinity of the subject property. Site specific radon levels vary greatly within the USEPA radon zones and on-site radon measurements would need to be collected in order to determine the radon levels at the subject property.

7.4 Wetlands

According to the Clean Water Act, a wetland is "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetland areas have been identified as ecologically diverse and sensitive areas and are generally subject to more stringent development, re-development, and building regulations.

- The U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory was reviewed to determine if the subject property is situated within an identified wetland. According to the USFWS, the subject property is not located within a wetland area.

7.5 Mold

Mold and mildew are simple, microscopic organisms in the Fungi kingdom that can grow virtually anywhere if they have adequate moisture, nutrients, air and appropriate temperatures. Depending on the particular mold or fungus, growing colonies can be almost any color. Most household molds and fungi (mildews) are white, black, grey, or brown colored. Spores of dozens of kinds of mold and fungus (mildew) are present at all times in indoor and outdoor air. These spores can settle, germinate and grow wherever good growth conditions are found. They can grow on soil, plants, dead plant materials, foods, fabrics, paper, wood and many other materials found within buildings. Many molds are not harmful and actually have a beneficial role in the environment and in living systems. In soil, molds play a crucial part in decomposition of organic matter and in making nutrients available to plants.

When mold and fungi (mildews) growth occurs in buildings, it can be very destructive to the materials on which they grow and cause high levels of airborne mold spores and volatile organic compounds associated with the characteristic musty / moldy odor. They cause staining, decomposition (rotting of materials) and objectionable, musty odors. Where colonies are extensive they can also produce enough spores, and by-products to be harmful to health. Many of the by-products of mold and fungus (mildew) are irritating to skin, eyes and respiratory tracts. Some molds produce true allergic sensitization and allergic reactions in susceptible people. Some molds produce toxic by-products that could be harmful to skin, and poisonous if ingested or inhaled in quantity. Persons with compromised immune systems may even experience systemic fungal infections of the respiratory tract.

EFI Global, Inc. observed a limited amount of interior areas of the subject building in order to identify the significant, visible presence of mold. This activity was not intended to discover all areas which may be affected by mold growth at the subject property. Potential areas of mold not observed as part of this limited assessment, include but are not limited to, pipe chases, HVAC systems and within enclosed wall and ceiling cavities that may be present in the subject property. A complete mold assessment, which may include various types of sampling, would be required to determine if mold levels within the subject building are at levels acceptable by industry standards.

- EFI Global, Inc. did not observe visible or olfactory indications of the presence of mold, nor did EFI Global, Inc. observe obvious indications of significant water damage. No sampling was conducted as part of this assessment.

7.6 Methane Gas

In response to growing concern regarding methane intrusion into buildings and to the potential for methane build-up underneath buildings, certain municipalities have established methane requirements for structures based on the proximity to oil wells and landfills. If a subject property is located in the proximity of active or abandoned oil wells or landfills, methane mitigation devices installed prior to construction activities at a subject property may be necessary.

- The City of Los Angeles Department of Building and Safety methane zone data was reviewed to determine if the subject property is located in a methane or methane buffer zone. According to the information reviewed, the subject property is located within a methane zone. Therefore testing for the presence of methane and the installation of methane mitigation systems at the property prior to construction activities may be necessary (Division 71 of the Los Angeles Building Code). It should be noted that a Preliminary Subsurface Methane Gas Investigation was completed on August 18, 2022, that is further discussed in Section 3.6.

8.0 FINDINGS

EFI Global, Inc. has performed a Phase I for CIM Group (Client) for a commercial property located at 3022 South Western Avenue, in Los Angeles County, and the City of Los Angeles, California, APNs: 5053-008-004, 5053-008-005, and 5053-008-006. The research conducted for this study and the report prepared are in conformance with the USEPA AAI standard and the ASTM International E1527-13 and E1527-21 scope of work.

8.1 CONCLUSIONS

EFI Global, Inc. has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM International E1527-13 and E1527-21, at 3022 South Western Avenue, Los Angeles, California, the subject property. Any exceptions to or deletions from this practice are described in the individual sections of this report. This assessment has revealed no evidence of recognized environmental conditions or *de minimis* conditions in connection with the subject property.

Recognized Environmental Condition (REC)

In our opinion, no RECs were identified during the course of this assessment.

Historical Recognized Environmental Condition (HREC)

In our opinion, no HRECs were identified during the course of this assessment.

Controlled Recognized Environmental Condition (CREC)

In our opinion, no CRECs were identified during the course of this assessment.

De Minimis Condition

In our opinion, no *de minimis* conditions were identified during the course of this assessment.

Significant Data Gaps

In our opinion, no significant data gaps were identified during the course of this assessment.

8.2 RECOMMENDATIONS

Based on the foregoing, no additional investigation is recommended at this time.

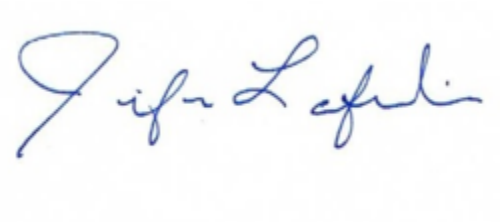
9.0 SIGNATURES

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in § 312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the 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.

Prepared By: Date: October 11, 2022

Nicola Wells
Project Manager

Reviewed By: Date: October 11, 2022



Jennifer LaFromboise
Senior Project Manager

10.0 REFERENCES

ASTM International, 2013. Subcommittee E50.2 Commercial Real Estate Transactions, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process", Designation E1527-13, West Conshohocken, PA 35 pp.

ASTM International, 2021. Subcommittee E50.2 Commercial Real Estate Transactions, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process", Designation E1527-21, West Conshohocken, PA 59 pp.

ASTM International, 2015. Subcommittee E50.2 on Real Estate Assessment and Management, "Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions", Designation E2600-15, West Conshohocken, PA 34 pp.

Environmental Data Resources, Inc., 2022. The EDR – Radius Map with GeoCheck®, Inquiry No. 7120356.2s, Shelton CT, 200 pp.

Environmental Data Resources, Inc., 2022. The EDR – City Directory Abstract, Inquiry No. 6937848.5, Shelton CT, 77 pp.

Environmental Data Resources, Inc., 2022. Certified Sanborn® Map Report, Inquiry No. 6937848.3, Shelton CT, 19 pp.

Environmental Data Resources, Inc., 2022. The EDR Aerial Photo Decade Package, Inquiry No. 6937848.11, Shelton CT, 19 pp.

Environmental Data Resources, Inc., 2022. The EDR –Historical Topographic Map Report (USGS Hollywood, CAlifornia 7.5 minute), Inquiry No. 6937848.4, Shelton CT, 24 pp.

California Department of Conservation, Geologic Energy Management Division (CalGEM) Well Finder - https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx

California Department of Conservation, California Geologic Survey - http://www.consrv.ca.gov/CGS

California Department of Water Resources, Individual Basin Descriptions -http://www.groundwater.water.ca.gov/bulletin118

DTSC Hazardous Waste Tracking System (HWTS) Reports - http://hwts.dtsc.ca.gov/report_list.cfm

EnviroStor- http://www.envirostor.dtsc.ca.gov/public/

GeoTracker - http://geotracker.waterboards.ca.gov/

Google Earth - http://earth.google.com/

Los Angeles County Office of the Assessor - http://maps.assessor.lacounty.gov/

Navigate LA - http://navigatela.lacity.org/

Phase I Environmental Site Assessment, Western Avenue Property, 3104 South Western Avenue, Los Angeles, CA 90018, prepared by Enviro Assessment, P.C (EA), dated April 4, 2018

Preliminary Subsurface Methane Gas Investigation at 3022 S. Western Avenue, Los Angeles, CA, prepared by GeoKinetics, dated August 18, 2022

Preliminary Geotechnical Engineering Investigation, Proposed Apartment Building, 3022 South Western Avenue, Los Angeles, CA, prepared by GeoConcepts Inc., undated as the version is in draft form -

RealQuest- http://www.realquest.com/jsp/rq.jsp?action=switch&page=main

Solid Waste Information Management System - https://dpw.lacounty.gov/epd/swims/OnlineServices/search-methane-hazards-esri.aspx

South Coast Air Quality Management District Facility Information Detail System (FIND)- http://www3.aqmd.gov/webappl/fim/prog/search.aspx

California Integrated Water Quality System (CIWQS) Storm Water Multiple Applications and Report Tracking System (SMARTS) - https://smarts.waterboards.ca.gov/smarts/SwPublicUserMenu.xhtml

County of Los Angeles Heath Hazardous Materials Division - https://www.fire.lacounty.gov/hhmd/public-records-requests/

Wetlands Mapper - https://www.fws.gov/wetlands/Data/Mapper.htm

APPENDIX I

ILLUSTRATIONS

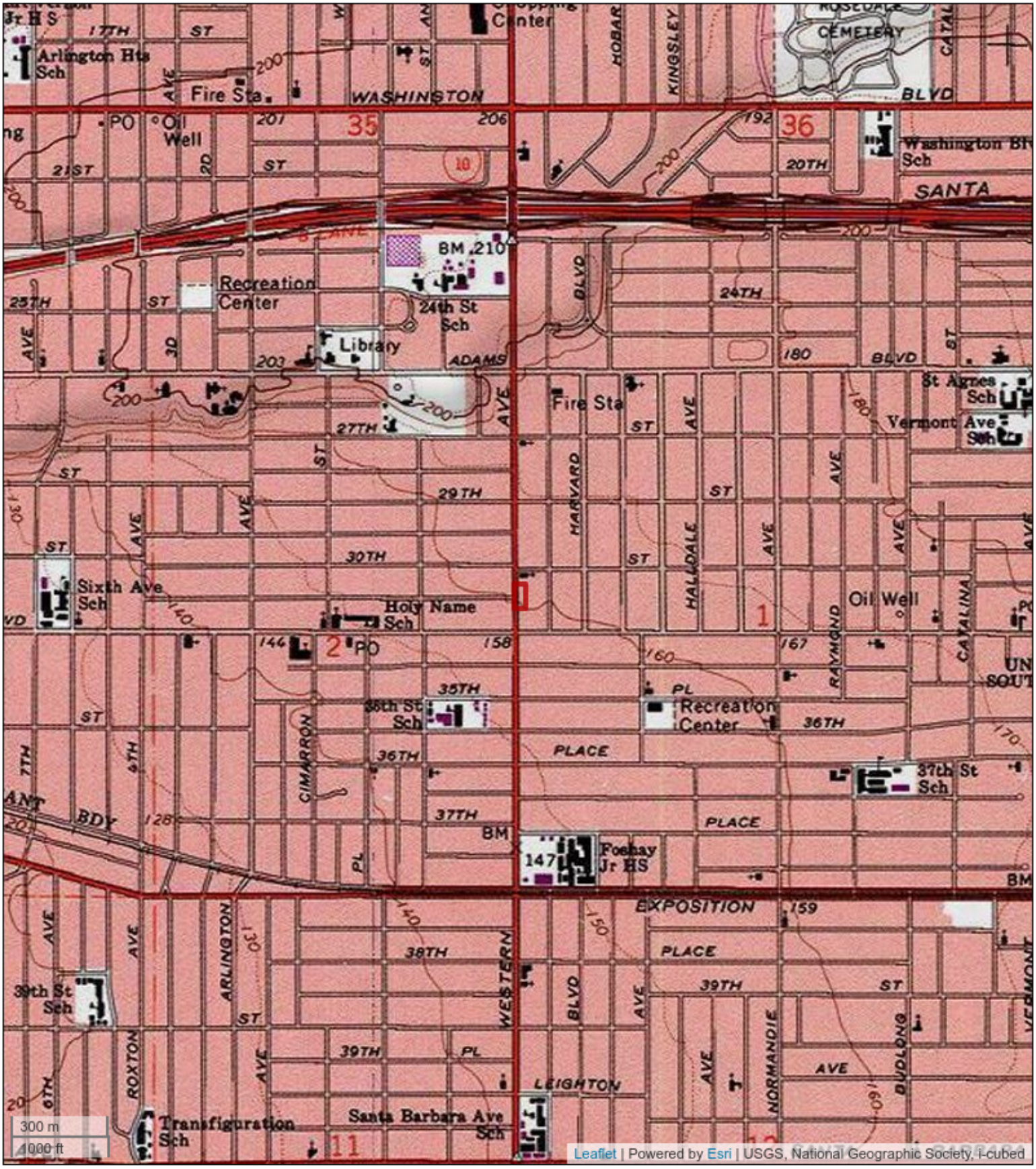


Figure 1: TOPOGRAPHIC MAP

3016-3110 (even) Western Ave, Los Angeles, California 90018

CIM Group

EFI Project Number: 045.09702

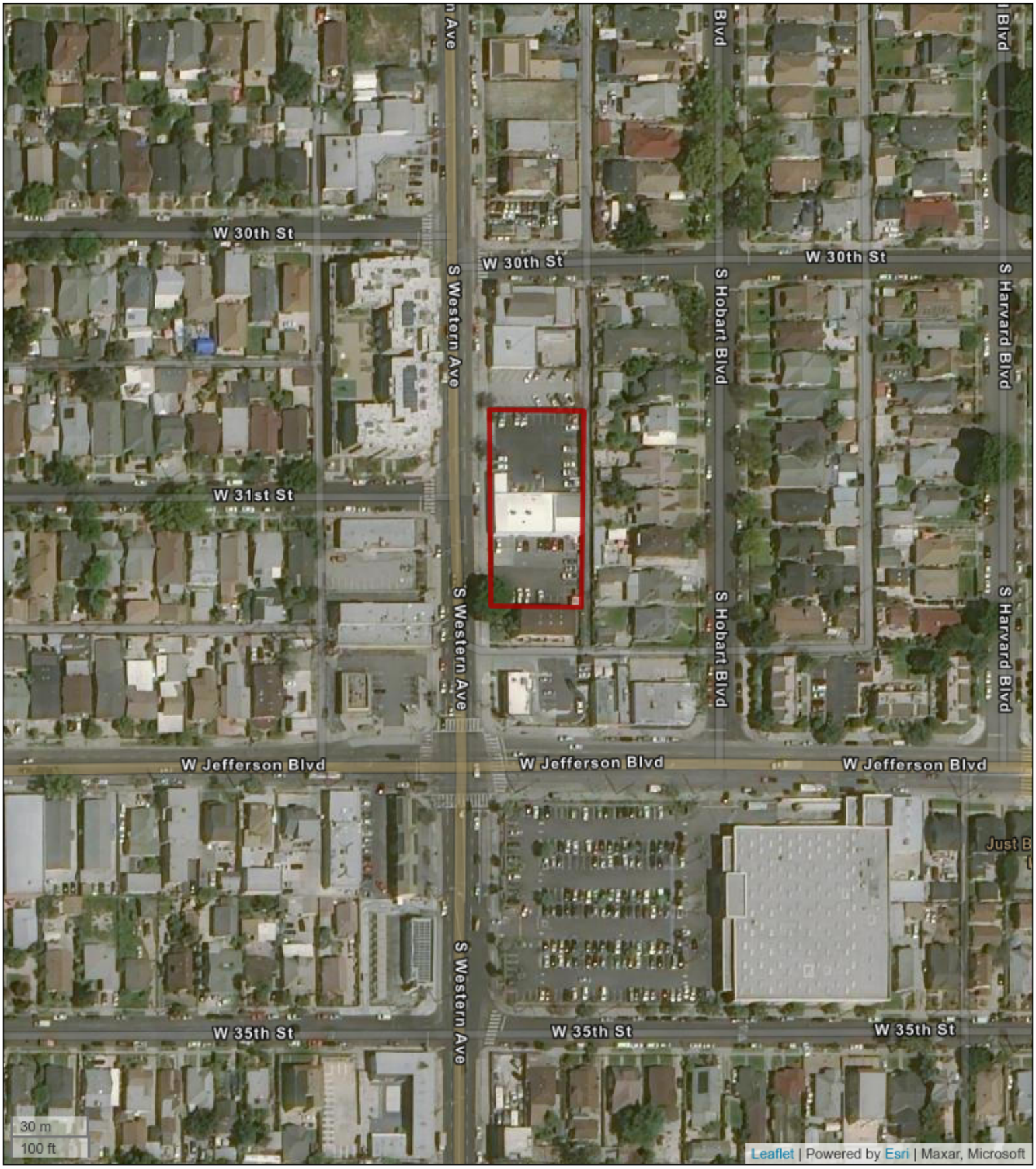


Figure 2: SITE LOCATION MAP

3016-3110 (even) Western Ave, Los Angeles, California 90018

CIM Group

EFI Project Number: 045.09702

LEGEND

PROPERTY LINE

SUBJECT STRUCTURE

N

APPROX. SCALE: 1"=80'

0 40' 80'

SITE PLAN

3018-3110 (EVEN) WESTERN AVENUE
LOS ANGELES, CALIFORNIA 90018

efi global

PN:045.09702	FIGURE 3
DT: 10/06/2022	
DB:OU CB:NW	

C:\Users\desan14\Desktop\045.09702_Site Plan\045.09702_SITE_PLAN

APPENDIX II

PHOTOS

Photo 1: View of the front (west) portion of the subject property looking southeast.

Photo 2: View of the front (west) portion of the subject property looking northeast.

Photo 3: View of the front (west) portion of the subject structure looking northeast.

Photo 4: View of the northern parking lot looking northwest.

Photo 5: View of the northern parking lot looking southwest.

Photo 6: View of dirt pile and sampling location on the northeast portion of the northeast parking lot.

Photo 7: View of sampling location.

Photo 8: View of drains on the southeast portion of the northern parking lot looking west.

Photo 9: View of the west portion of the northern parking lot looking south.

Photo 10: View of trash dumpster on the southwest portion of the northern parking lot.

Photo 11: View of interior of the trash dumpster.

Photo 12: View of the southern parking lot looking southwest.

Photo 13: View of the southern parking lot looking northeast.

Photo 14: View of the southern parking lot looking southeast.

Photo 15: View of dirt pile and sampling location on the northeast portion of the southern parking lot.

Photo 16: View of pole-mounted transformer on the south portion of the east adjoining alleyway.

Photo 17: View of entrance area.

Photo 18: Representative view of office.

Photo 19: View of the central portion of the subject structure looking north.

Photo 20: View of the central portion of the subject structure looking south.

Photo 21: View of restroom.

Photo 22: View of the westernmost portion of the warehouse area on the east portion of the subject structure looking north.

Photo 23: View of the westernmost portion of the warehouse area on the east portion of the subject structure looking south.

Photo 24: View of the easternmost portion of the warehouse area on the east portion of the subject structure looking north.

Photo 25: View of the easternmost portion of the warehouse area on the east portion of the subject structure looking south.

Photo 26: View of the north adjoining property.

Photo 27: View of the south adjoining property.

Photo 28: View of the property further south.

Photo 29: View of the east adjoining alleyway looking north.

Photo 30: View of the east adjoining alleyway looking south.

Photo 31: View of the northernmost east adjacent residential properties.

Photo 32: View of the southernmost east adjacent residential properties.

Photo 33: View of the northernmost east adjacent property.

Photo 34: View of the central east adjacent property.

Photo 35: View of the southernmost east adjacent property.

Photo 36: View of the southeast adjacent property.

APPENDIX III

RADIUS MAP REPORT

045.09702_3016-3110 Western Ave
3022 South Western Ave
Los Angeles, CA 90018

Inquiry Number: 7120356.2s
September 16, 2022

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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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 (E1527-21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

3022 SOUTH WESTERN AVE
LOS ANGELES, CA 90018

COORDINATES

Latitude (North):	34.0264790 - 34ˆ 1' 35.32''
Longitude (West):	118.3085810 - 118ˆ 18' 30.89''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	379186.2
UTM Y (Meters):	3765669.5
Elevation:	163 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5630741 HOLLYWOOD, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140513
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
3022 SOUTH WESTERN AVE
LOS ANGELES, CA 90018

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	WESTERN COMMERCIAL	3022 S WESTERN AVE	HWTS		TP
A2	TRAFFIC MANAGEMENT,	3100 S. WESTERN AVE	HAZNET, HWTS		TP
A3	EXCLUSIVE OVERALL LA	3114 S WESTERN AVE	EDR Hist Cleaner	Lower	10, 0.002, SSW
A4	JOHNSON TALIAFERRO	3116 S WESTERN AVE	EDR Hist Cleaner	Lower	53, 0.010, SSW
A5		3023 S WESTERN AVE	UST	Higher	87, 0.016, NW
A6	BARNES W A	3023 S WESTERN AVE	EDR Hist Auto	Higher	87, 0.016, NW
A7	ECKARD G H	3021 S WESTERN AVE	EDR Hist Auto	Higher	88, 0.017, NW
A8	VACHSTEIN E F	2005 W 31ST ST	EDR Hist Auto	Higher	95, 0.018, WNW
A9		1789 W JEFFERSON BLV	UST	Lower	102, 0.019, South
A10	C F I	1789 W JEFFERSON BLV	SWEEPS UST, CA FID UST	Lower	102, 0.019, South
A11	MAYFIELD FRIENDLY SE	1789 W JEFFERSON BL	EDR Hist Auto	Lower	102, 0.019, South
A12	BLUE BIRD LAUNDRY	3000 S WESTERN AVE	EDR Hist Cleaner	Higher	118, 0.022, North
A13	STALEY REPAIR SHOP	3111/2 S WESTERN AVE	EDR Hist Auto	Lower	131, 0.025, SW
A14	DAN-DEE CLEANERS	3109 S WESTERN 1/2 A	DRYCLEANERS	Lower	137, 0.026, SW
A15	DAN-DEE CLEANERS	3109 S WESTERN AVE	EDR Hist Cleaner	Lower	137, 0.026, SW
A16	MC QUILLEN RUTAN	3001 S WESTERN AVE	EDR Hist Auto	Higher	147, 0.028, NNW
A17	JEFFERSON PARK TERRA	3001 S WESTERN AVE	HAZMAT	Higher	147, 0.028, NNW
A18	JEFFERSON PARK TERRA	3001 S WESTERN AVE	UST	Higher	147, 0.028, NNW
A19	BOWEN F D	2009 W 31ST ST	EDR Hist Auto	Higher	166, 0.031, WNW
B20	BLISS JERRY	1785 W JEFFERSON BLV	EDR Hist Auto	Lower	172, 0.033, South
B21		3125 S WESTERN AVE	UST	Lower	172, 0.033, SW
B22	KARL G A	1777 W JEFFERSON BLV	EDR Hist Cleaner	Lower	173, 0.033, South
B23	ROCHE H E	1811 W JEFFERSON BLV	EDR Hist Auto	Lower	190, 0.036, SW
A24	BARNETT W J	2013 W 31ST ST	EDR Hist Auto	Higher	199, 0.038, WNW
B25	JOHN'S VILLAGE CLEAN	1776 W JEFFERSON BLV	DRYCLEANERS	Lower	213, 0.040, SSE
B26	VERAS CLEANERS	1776 W JEFFERSON BLV	EDR Hist Cleaner	Lower	213, 0.040, SSE
B27	JOHN'S VILLAGE CLEAN	1776 W JEFFERSON BLV	DRYCLEANERS	Lower	213, 0.040, SSE
B28	VERA'S CLEANERS	1776 W JEFFERSON BLV	DRYCLEANERS, HAZMAT	Lower	213, 0.040, SSE
B29	JOHN VILLAGE CL	1776 W JEFFERSON BLV	RCRA-SQG, FINDS, ECHO, EMI, HAZNET, HWTS	Lower	213, 0.040, SSE
B30	CHUCKS BEAUTY SUPPLY	1770 W JEFFERSON BLV	HAZMAT	Lower	220, 0.042, SSE
C31	MICA'S AUTO REPAIR	2956 S WESTERN AVE	SWEEPS UST, CA FID UST, HAZMAT	Higher	228, 0.043, North
C32	PAYNE REUBEN	2956 S WESTERN AVE	EDR Hist Auto	Higher	228, 0.043, North
B33	JACK WADA AND CO	3226 S WESTERN AVE	EDR Hist Cleaner	Lower	237, 0.045, South
34	VERIZON WIRELESS: WE	1817 W JEFFERSON BLV	HAZMAT, CERS	Lower	254, 0.048, SW
B35	WILLIAMS P B MRS	1800 W JEFFERSON BLV	EDR Hist Auto	Lower	266, 0.050, SSW
B36	PENCHBACK WM JR	1747 W JEFFERSON BLV	EDR Hist Auto	Lower	275, 0.052, SE
B37		1747 W JEFFERSON BLV	UST	Lower	275, 0.052, SE
B38		1800 W JEFFERSON BLV	UST	Lower	276, 0.052, SSW
C39	FRYE MABEL	2949 S WESTERN AVE	EDR Hist Auto	Higher	299, 0.057, NNW

MAPPED SITES SUMMARY

Target Property Address:
3022 SOUTH WESTERN AVE
LOS ANGELES, CA 90018

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
C40	UNITED VULCANIZING C	2945 S WESTERN AVE	CA FID UST, HAZMAT, HWTS	Higher	306, 0.058, NNW
C41	FULL BLOWN PERFORMAN	2945 S WESTERN AVE	RCRA NonGen / NLR	Higher	306, 0.058, NNW
D42		1735 W JEFFERSON BLV	UST	Lower	339, 0.064, SE
B43	RALPHS GROCERY #287	1748 W JEFFERSON BLV	HAZMAT	Lower	352, 0.067, SE
B44	FOOD 4 LESS # 359	1748 S JEFFERSON BLV	RCRA NonGen / NLR	Lower	352, 0.067, SE
B45	FOOD 4 LESS #359	1748 W JEFFERSON BLV	CERS HAZ WASTE, HAZMAT, CERS	Lower	352, 0.067, SE
B46		3401 S WESTERN AVE	UST	Lower	385, 0.073, SSW
C47	PIRRY'S SERVICE	2934 S WESTERN AVE	HAZMAT, HWTS	Higher	428, 0.081, North
C48	JOHNSON'S AUTO REPAI	2934 S WESTERN AVE	SWEEPS UST, CA FID UST	Higher	428, 0.081, North
C49	A & R AUTO SERVICE	2925 S WESTERN AVE	HAZNET, HAZMAT, HWTS	Higher	468, 0.089, NNW
C50	A & R AUTO SERVICE	2925 S WESTERN AVE	UST	Higher	468, 0.089, NNW
C51	BANDLE E C	2925 S WESTERN AVE	EDR Hist Auto	Higher	468, 0.089, NNW
52	ANDRE MIYAO	2050 W 30TH STREET	RCRA NonGen / NLR	Higher	539, 0.102, WNW
E53	HOFFMAN P T	3400 S WESTERN AVE	EDR Hist Auto	Lower	577, 0.109, South
E54	HARRISON DICK	3408 S WESTERN AVE	EDR Hist Auto	Lower	581, 0.110, South
D55	FIELDS B B	1718 W JEFFERSON BLV	EDR Hist Cleaner	Lower	591, 0.112, SE
E56	STATION 056	3423 S WESTERN AVE	SWEEPS UST, CA FID UST, HAZMAT	Lower	593, 0.112, South
E57	SAVE MORE CLEANERS	3423-25 S WESTERN AV	EDR Hist Cleaner	Lower	593, 0.112, South
E58	STATION 056	3423 S WESTERN AVE	HIST UST	Lower	593, 0.112, South
E59	P & M SERVICE STATIO	3423 S WESTERN AVE	UST	Lower	593, 0.112, South
E60	ROCKET CLEANERS & LA	3425 S WESTERN AVE	DRYCLEANERS, HWTS	Lower	594, 0.112, South
E61	ROCKET CLEANERS	3425 S WESTERN AVE	UST	Lower	594, 0.112, South
E62	ROCKET CLEANER	3425 S WESTERN AVE	DRYCLEANERS, HWTS	Lower	594, 0.112, South
E63	FAST SAVE	3425 S WESTERN AVE	SWEEPS UST, CA FID UST	Lower	594, 0.112, South
E64	ROCKET CLEANERS & LA	3425 S WESTERN AV	EMI, HAZMAT	Lower	594, 0.112, South
E65	ROCKET WESTERN	3425 S WESTERN AVE	EDR Hist Cleaner	Lower	594, 0.112, South
E66		3500 S WESTERN AVE	UST	Lower	624, 0.118, South
E67	SMITH H J	3500 S WESTERN AVE	EDR Hist Auto	Lower	624, 0.118, South
68	TRIPALINK CORPORATIO	1654 WEST 35TH STREE	RCRA NonGen / NLR	Lower	630, 0.119, SSE
69	RIPLEY MYRTLE O	2914 S WESTERN AVE	EDR Hist Cleaner	Higher	643, 0.122, North
F70	TRIPALINK CORPORATIO	1712 JEFFERSON BOULE	RCRA NonGen / NLR	Lower	665, 0.126, ESE
F71	TRIPALINK CORPORATIO	1712 JEFFERSON BLVD	RCRA NonGen / NLR	Lower	665, 0.126, ESE
E72	WATANABE NURSERY	3530 S WESTERN AVE	HAZMAT	Lower	760, 0.144, South
E73	ANZEN GARAGE	3534 S WESTERN AVE	SWEEPS UST, CA FID UST	Lower	809, 0.153, South
E74	ANZEN GARAGE	3534 S WESTERN AVE	CERS HAZ WASTE, HAZMAT	Lower	809, 0.153, South
E75	EL AGUILA MIGUELENA	3534 S WESTERN AVE S	RCRA NonGen / NLR	Lower	809, 0.153, South
E76	ANZEN GARAGE	3534 S WESTERN AVE	UST	Lower	809, 0.153, South
F77		1690 W JEFFERSON BLV	UST	Lower	829, 0.157, ESE
F78	TRIPALINK CORPORATIO	1587 WEST 35TH STREE	RCRA NonGen / NLR	Lower	935, 0.177, SE

MAPPED SITES SUMMARY

Target Property Address:
3022 SOUTH WESTERN AVE
LOS ANGELES, CA 90018

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
79	ESTHER KIM	2908 S HARVARD BLVD	RCRA NonGen / NLR	Higher	938, 0.178, NE
G80	LIBERTAS COLLEGE PRE	3550 S. WESTERN AVEN	RCRA NonGen / NLR	Lower	1000, 0.189, South
81	ANCHOR IRA FUND HOLD	2068 W 29TH ST	RCRA NonGen / NLR	Higher	1023, 0.194, NW
82	ERIC BEATTY AS RECEI	2921 S LA SALLE AVE	RCRA NonGen / NLR	Higher	1034, 0.196, NE
H83	JEFFERSON AUTO CENTE	1901 W JEFFERSON BLV	UST	Lower	1082, 0.205, WSW
H84	JEFFERSON AUTO CENTE	1901 W JEFFERSON BLV	SWEEPS UST, CA FID UST, HAZMAT	Lower	1082, 0.205, WSW
85	FIDUCIARY	2018 W 28TH STREET	RCRA NonGen / NLR	Higher	1103, 0.209, NNW
G86	OH'S AUTO SERVICE	3574 S WESTERN AVE	SWEEPS UST, CA FID UST, HAZMAT	Lower	1130, 0.214, South
G87	HAPPY TIRE SHOP INC	3575 S WESTERN AVE	RCRA NonGen / NLR	Lower	1146, 0.217, South
I88		1631-1640 W JEFFERSO	UST	Higher	1199, 0.227, ESE
I89		1631 W JEFFERSON AVE	UST	Higher	1199, 0.227, ESE
G90	JEHOVAH WITNESSES OF	3600 S WESTERN AVE	RCRA-SQG, FINDS, ECHO	Lower	1199, 0.227, South
91	JAMES TALBERT	2132 W 31ST ST	RCRA NonGen / NLR	Lower	1292, 0.245, West
J92	LAUSD - 36TH STREET	3556 S ST ANDREWS PL	HAZMAT	Lower	1296, 0.245, SW
J93	36TH STREET EARLY ED	3556 S ST ANDREWS PL	RCRA-LQG	Lower	1296, 0.245, SW
K94	CHEVRON #9-0099	2602 WESTERN AVE S	LUST, Cortese, CERS	Higher	2036, 0.386, North
K95	CHEVRON #9-0099	2602 WESTERN	HIST CORTESE	Higher	2036, 0.386, North
96	B & O TRANSMISSION R	3720 WESTERN AVE.	LUST, Cortese, CERS	Lower	2122, 0.402, South
97	TULIP CORPORATION	2111 EAST 26TH ST.	SEMS-ARCHIVE	Higher	2301, 0.436, NW
98	WEEMES ELEMENTARY SC	1201-1203, 1205, 120	ENVIROSTOR, SCH	Higher	4549, 0.862, ESE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 9 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
WESTERN COMMERCIAL 3022 S WESTERN AVE LOS ANGELES, CA 90018	HWTS	N/A
TRAFFIC MANAGEMENT, 3100 S. WESTERN AVE LOS ANGELES, CA 90018	HAZNET GEPAID: CAC002864830 HWTS	N/A

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

Lists of Federal NPL (Superfund) sites

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Lists of Federal Delisted NPL sites

Delisted NPL ---------- National Priority List Deletions

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS ---------- Corrective Action Report

Lists of Federal RCRA TSD facilities

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Lists of Federal RCRA generators

RCRA-VSQG ---------- RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ---- Land Use Control Information System
US ENG CONTROLS ---- Engineering Controls Sites List
US INST CONTROLS ---- Institutional Controls Sites List

Federal ERNS list

ERNS ---- Emergency Response Notification System

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE ---- State Response Sites

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF ---- Solid Waste Information System

Lists of state and tribal leaking storage tanks

INDIAN LUST ---- Leaking Underground Storage Tanks on Indian Land
CPS-SLIC ---- Statewide SLIC Cases

Lists of state and tribal registered storage tanks

FEMA UST ---- Underground Storage Tank Listing
AST ---- Aboveground Petroleum Storage Tank Facilities
INDIAN UST ---- Underground Storage Tanks on Indian Land

Lists of state and tribal voluntary cleanup sites

INDIAN VCP ---- Voluntary Cleanup Priority Listing
VCP ---- Voluntary Cleanup Program Properties

Lists of state and tribal brownfield sites

BROWNFIELDS ---- Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ---- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT ---- Waste Management Unit Database
SWRCY ---- Recycler Database
HAULERS ---- Registered Waste Tire Haulers Listing
INDIAN ODI ---- Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 ---- Torres Martinez Reservation Illegal Dump Site Locations
ODI ---- Open Dump Inventory
IHS OPEN DUMPS ---- Open Dumps on Indian Land

EXECUTIVE SUMMARY

Local Lists of Hazardous waste / Contaminated Sites

AOCONCERN	Key Areas of Concerns in Los Angeles County
US HIST CDL	Delisted National Clandestine Laboratory Register
HIST Cal-Sites	Historical Calsites Database
SCH	School Property Evaluation Program
CDL	Clandestine Drug Labs
Toxic Pits	Toxic Pits Cleanup Act Sites
US CDL	National Clandestine Laboratory Register
AQUEOUS FOAM	Former Fire Training Facility Assessments Listing
PFAS	PFAS Contamination Site Location Listing

Local Lists of Registered Storage Tanks

CERS TANKS	California Environmental Reporting System (CERS) Tanks

Local Land Records

LIENS	Environmental Liens Listing
LIENS 2	CERCLA Lien Information
DEED	Deed Restriction 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

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database

HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
FINDS	Facility Index System/Facility Registry System
ECHO	Enforcement & Compliance History Information
DOCKET HWC	Hazardous Waste Compliance Docket Listing
UXO	Unexploded Ordnance Sites
FUELS PROGRAM	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
CUPA Listings	CUPA Resources List
EMI	Emissions Inventory Data
ENF	Enforcement Action Listing
Financial Assurance	Financial Assurance Information Listing
ICE	ICE
LOS ANGELES CO. HMS	HMS: Street Number List
HWP	EnviroStor Permitted Facilities Listing
HWT	Registered Hazardous Waste Transporter Database
MINES	Mines Site Location Listing
MWMP	Medical Waste Management Program Listing
NPDES	NPDES Permits Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
Notify 65	Proposition 65 Records
LA Co. Site Mitigation	Site Mitigation List
UIC	UIC Listing
UIC GEO	UIC GEO (GEOTRACKER)
WASTEWATER PITS	Oil Wastewater Pits Listing
WDS	Waste Discharge System
WIP	Well Investigation Program Case List
MILITARY PRIV SITES	MILITARY PRIV SITES (GEOTRACKER)
PROJECT	PROJECT (GEOTRACKER)
WDR	Waste Discharge Requirements Listing
CIWQS	California Integrated Water Quality System
CERS	CERS
NON-CASE INFO	NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS	OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS	PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT	SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ	Well Stimulation Project (GEOTRACKER)
MINES MRDS	Mineral Resources Data System
LOS ANGELES CO LF METHANE	Methane Producing Landfills

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants

EXECUTIVE SUMMARY

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.

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

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 07/26/2022 has revealed that there is 1 SEMS-ARCHIVE site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TULIP CORPORATION Site ID: 0904402 EPA Id: CAD075267880	2111 EAST 26TH ST.	NW 1/4 - 1/2 (0.436 mi.)	97	121

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Lists of Federal RCRA generators

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 06/20/2022 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
36TH STREET EARLY ED EPA ID:: CAR000191098	3556 S ST ANDREWS PL	SW 1/8 - 1/4 (0.245 mi.)	J93	109

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 06/20/2022 has revealed that there are 2 RCRA-SQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
JOHN VILLAGE CL EPA ID:: CAD982478281	***1776 W JEFFERSON BLV***	***SSE 0 - 1/8 (0.040 mi.)***	***B29***	***19***
JEHOVAH WITNESSES OF EPA ID:: CAD982410920	***3600 S WESTERN AVE***	***S 1/8 - 1/4 (0.227 mi.)***	***G90***	***103***

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 04/25/2022 has revealed that there is 1 ENVIROSTOR site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WEEMES ELEMENTARY SC	***1201-1203, 1205, 120***	***ESE 1/2 - 1 (0.862 mi.)***	***98***	***122***

Facility Id: 19880015
Status: Certified

Lists of state and tribal leaking storage tanks

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 2 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON #9-0099	***2602 WESTERN AVE S***	***N 1/4 - 1/2 (0.386 mi.)***	***K94***	***111***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 05/23/2022 Global Id: T0603700609 Status: Completed - Case Closed Facility Id: 900180107 Status: Pollution Characterization Global ID: T0603700609				

Lower Elevation	Address	Direction / Distance	Map ID	Page
B & O TRANSMISSION R	***3720 WESTERN AVE.***	***S 1/4 - 1/2 (0.402 mi.)***	***96***	***119***
Database: LUST, Date of Government Version: 05/23/2022 Global Id: T10000004616 Status: Completed - Case Closed				

Lists of state and tribal registered storage tanks

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, has revealed that there are 17 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	3023 S WESTERN AVE	NW 0 - 1/8 (0.016 mi.)	A5	11
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
JEFFERSON PARK TERRA	3001 S WESTERN AVE	NNW 0 - 1/8 (0.028 mi.)	A18	15
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
A & R AUTO SERVICE	2925 S WESTERN AVE	NNW 0 - 1/8 (0.089 mi.)	C50	54
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
Not reported	1631-1640 W JEFFERSO	ESE 1/8 - 1/4 (0.227 mi.)	I88	102
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
Not reported	1631 W JEFFERSON AVE	ESE 1/8 - 1/4 (0.227 mi.)	I89	103
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	1789 W JEFFERSON BLV	S 0 - 1/8 (0.019 mi.)	A9	12
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
Not reported	3125 S WESTERN AVE	SW 0 - 1/8 (0.033 mi.)	B21	16
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
Not reported	1747 W JEFFERSON BLV	SE 0 - 1/8 (0.052 mi.)	B37	37
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
Not reported	1800 W JEFFERSON BLV	SSW 0 - 1/8 (0.052 mi.)	B38	37
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
Not reported	1735 W JEFFERSON BLV	SE 0 - 1/8 (0.064 mi.)	D42	41
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
Not reported	3401 S WESTERN AVE	SSW 0 - 1/8 (0.073 mi.)	B46	49
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
P & M SERVICE STATIO	3423 S WESTERN AVE	S 0 - 1/8 (0.112 mi.)	E59	61
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
Database: UST, Date of Government Version: 06/06/2022				
Facility Id: 25159				
ROCKET CLEANERS	3425 S WESTERN AVE	S 0 - 1/8 (0.112 mi.)	E61	62
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
Database: UST, Date of Government Version: 06/06/2022				
Facility Id: 24058				
Not reported	3500 S WESTERN AVE	S 0 - 1/8 (0.118 mi.)	E66	66
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
ANZEN GARAGE	3534 S WESTERN AVE	S 1/8 - 1/4 (0.153 mi.)	E76	82
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
Not reported	1690 W JEFFERSON BLV	ESE 1/8 - 1/4 (0.157 mi.)	F77	82
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				
JEFFERSON AUTO CENTE	1901 W JEFFERSON BLV	WSW 1/8 - 1/4 (0.205 mi.)	H83	95
Database: LOS ANGELES UST, Date of Government Version: 03/22/2022				

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 04/18/2022 has revealed that there are 2 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FOOD 4 LESS #359	***1748 W JEFFERSON BLV***	***SE 0 - 1/8 (0.067 mi.)***	***B45***	***44***
ANZEN GARAGE	***3534 S WESTERN AVE***	***S 1/8 - 1/4 (0.153 mi.)***	***E74***	***75***

Local Lists of Registered Storage Tanks

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 8 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MICA'S AUTO REPAIR Status: A Comp Number: 4096	***2956 S WESTERN AVE***	***N 0 - 1/8 (0.043 mi.)***	***C31***	***32***
JOHNSON'S AUTO REPAI Comp Number: 5631	***2934 S WESTERN AVE***	***N 0 - 1/8 (0.081 mi.)***	***C48***	***50***

Lower Elevation	Address	Direction / Distance	Map ID	Page
C F I Comp Number: 6895	***1789 W JEFFERSON BLV***	***S 0 - 1/8 (0.019 mi.)***	***A10***	***12***
STATION 056 Status: A Tank Status: A Comp Number: 1964	***3423 S WESTERN AVE***	***S 0 - 1/8 (0.112 mi.)***	***E56***	***58***
FAST SAVE Status: A Comp Number: 5632	***3425 S WESTERN AVE***	***S 0 - 1/8 (0.112 mi.)***	***E63***	***64***
ANZEN GARAGE Comp Number: 5633	***3534 S WESTERN AVE***	***S 1/8 - 1/4 (0.153 mi.)***	***E73***	***74***
JEFFERSON AUTO CENTE Comp Number: 5582	***1901 W JEFFERSON BLV***	***WSW 1/8 - 1/4 (0.205 mi.)***	***H84***	***95***
OH'S AUTO SERVICE Comp Number: 7704	***3574 S WESTERN AVE***	***S 1/8 - 1/4 (0.214 mi.)***	***G86***	***99***

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 is 1 HIST UST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
STATION 056 Facility Id: 00000034272	3423 S WESTERN AVE	S 0 - 1/8 (0.112 mi.)	E58	60

EXECUTIVE SUMMARY

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 9 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MICA'S AUTO REPAIR Facility Id: 19055682 Status: A	***2956 S WESTERN AVE***	***N 0 - 1/8 (0.043 mi.)***	***C31***	***32***
UNITED VULCANIZING C Facility Id: 19005430 Status: A	***2945 S WESTERN AVE***	***NNW 0 - 1/8 (0.058 mi.)***	***C40***	***37***
JOHNSON'S AUTO REPAI Facility Id: 19056099 Status: A	***2934 S WESTERN AVE***	***N 0 - 1/8 (0.081 mi.)***	***C48***	***50***

Lower Elevation	Address	Direction / Distance	Map ID	Page
C F I Facility Id: 19056378 Status: A	***1789 W JEFFERSON BLV***	***S 0 - 1/8 (0.019 mi.)***	***A10***	***12***
STATION 056 Facility Id: 19055449 Status: A	***3423 S WESTERN AVE***	***S 0 - 1/8 (0.112 mi.)***	***E56***	***58***
FAST SAVE Facility Id: 19024401 Status: A	***3425 S WESTERN AVE***	***S 0 - 1/8 (0.112 mi.)***	***E63***	***64***
ANZEN GARAGE Facility Id: 19056100 Status: A	***3534 S WESTERN AVE***	***S 1/8 - 1/4 (0.153 mi.)***	***E73***	***74***
JEFFERSON AUTO CENTE Facility Id: 19011045 Status: I	***1901 W JEFFERSON BLV***	***WSW 1/8 - 1/4 (0.205 mi.)***	***H84***	***95***
OH'S AUTO SERVICE Facility Id: 19054643 Status: I	***3574 S WESTERN AVE***	***S 1/8 - 1/4 (0.214 mi.)***	***G86***	***99***

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 06/20/2022 has revealed that there are 15 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FULL BLOWN PERFORMAN	2945 S WESTERN AVE	NNW 0 - 1/8 (0.058 mi.)	C41	39

EPA ID:: CAL000454132				
ANDRE MIYAO EPA ID:: CAC002970774	2050 W 30TH STREET	WNW 0 - 1/8 (0.102 mi.)	52	55
ESTHER KIM EPA ID:: CAC003046519	2908 S HARVARD BLVD	NE 1/8 - 1/4 (0.178 mi.)	79	85
ANCHOR IRA FUND HOLD EPA ID:: CAC003063201	2068 W 29TH ST	NW 1/8 - 1/4 (0.194 mi.)	81	90
ERIC BEATTY AS RECEI EPA ID:: CAC003076128	2921 S LA SALLE AVE	NE 1/8 - 1/4 (0.196 mi.)	82	93
FIDUCIARY EPA ID:: CAC003134693	2018 W 28TH STREET	NNW 1/8 - 1/4 (0.209 mi.)	85	96

Lower Elevation	Address	Direction / Distance	Map ID	Page
FOOD 4 LESS # 359 EPA ID:: CAL000342936	1748 S JEFFERSON BLV	SE 0 - 1/8 (0.067 mi.)	B44	42
TRIPALINK CORPORATIO EPA ID:: CAC003164875	1654 WEST 35TH STREE	SSE 0 - 1/8 (0.119 mi.)	68	66
TRIPALINK CORPORATIO EPA ID:: CAC003147565	1712 JEFFERSON BOULE	ESE 1/8 - 1/4 (0.126 mi.)	F70	69
TRIPALINK CORPORATIO EPA ID:: CAC003146244	1712 JEFFERSON BLVD	ESE 1/8 - 1/4 (0.126 mi.)	F71	72
EL AGUILA MIGUELENA EPA ID:: CAL000445379	3534 S WESTERN AVE S	S 1/8 - 1/4 (0.153 mi.)	E75	79
TRIPALINK CORPORATIO EPA ID:: CAC003143217	1587 WEST 35TH STREE	SE 1/8 - 1/4 (0.177 mi.)	F78	83
LIBERTAS COLLEGE PRE EPA ID:: CAC002995188	3550 S. WESTERN AVEN	S 1/8 - 1/4 (0.189 mi.)	G80	88
HAPPY TIRE SHOP INC EPA ID:: CAL000461969	3575 S WESTERN AVE	S 1/8 - 1/4 (0.217 mi.)	G87	100
JAMES TALBERT EPA ID:: CAC002979721	2132 W 31ST ST	W 1/8 - 1/4 (0.245 mi.)	91	106

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 06/21/2022 has revealed that there are 2 Cortese sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON #9-0099 Cleanup Status: COMPLETED - CASE CLOSED	***2602 WESTERN AVE S***	***N 1/4 - 1/2 (0.386 mi.)***	***K94***	***111***

Lower Elevation	Address	Direction / Distance	Map ID	Page
B & O TRANSMISSION R Cleanup Status: COMPLETED - CASE CLOSED	***3720 WESTERN AVE.***	***S 1/4 - 1/2 (0.402 mi.)***	***96***	***119***

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there are 6 DRYCLEANERS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DAN-DEE CLEANERS	3109 S WESTERN 1/2 A	SW 0 - 1/8 (0.026 mi.)	A14	14
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 05/20/2022				
JOHN'S VILLAGE CLEAN	1776 W JEFFERSON BLV	SSE 0 - 1/8 (0.040 mi.)	B25	17
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 05/20/2022				
JOHN'S VILLAGE CLEAN	1776 W JEFFERSON BLV	SSE 0 - 1/8 (0.040 mi.)	B27	18
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 05/20/2022				
VERA'S CLEANERS	***1776 W JEFFERSON BLV***	***SSE 0 - 1/8 (0.040 mi.)***	***B28***	***18***
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 05/20/2022				
ROCKET CLEANERS & LA	***3425 S WESTERN AVE***	***S 0 - 1/8 (0.112 mi.)***	***E60***	***61***
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 05/20/2022				
ROCKET CLEANER	***3425 S WESTERN AVE***	***S 0 - 1/8 (0.112 mi.)***	***E62***	***63***
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 05/20/2022				

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 is 1 HIST CORTESE site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON #9-0099	2602 WESTERN	N 1/4 - 1/2 (0.386 mi.)	K95	118
Reg Id: 900180107				

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 18 EDR Hist Auto

sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BARNES W A	3023 S WESTERN AVE	NW 0 - 1/8 (0.016 mi.)	A6	11
ECKARD G H	3021 S WESTERN AVE	NW 0 - 1/8 (0.017 mi.)	A7	11
VACHSTEIN E F	2005 W 31ST ST	WNW 0 - 1/8 (0.018 mi.)	A8	12
MC QUILLEN RUTAN	3001 S WESTERN AVE	NNW 0 - 1/8 (0.028 mi.)	A16	15
BOWEN F D	2009 W 31ST ST	WNW 0 - 1/8 (0.031 mi.)	A19	15
BARNETT W J	2013 W 31ST ST	WNW 0 - 1/8 (0.038 mi.)	A24	17
PAYNE REUBEN	2956 S WESTERN AVE	N 0 - 1/8 (0.043 mi.)	C32	33
FRYE MABEL	2949 S WESTERN AVE	NNW 0 - 1/8 (0.057 mi.)	C39	37
BANDLE E C	2925 S WESTERN AVE	NNW 0 - 1/8 (0.089 mi.)	C51	54

Lower Elevation	Address	Direction / Distance	Map ID	Page
MAYFIELD FRIENDLY SE	1789 W JEFFERSON BL	S 0 - 1/8 (0.019 mi.)	A11	13
STALEY REPAIR SHOP	3111/2 S WESTERN AVE	SW 0 - 1/8 (0.025 mi.)	A13	13
BLISS JERRY	1785 W JEFFERSON BLV	S 0 - 1/8 (0.033 mi.)	B20	16
ROCHE H E	1811 W JEFFERSON BLV	SW 0 - 1/8 (0.036 mi.)	B23	16
WILLIAMS P B MRS	1800 W JEFFERSON BLV	SSW 0 - 1/8 (0.050 mi.)	B35	36
PENCHBACK WM JR	1747 W JEFFERSON BLV	SE 0 - 1/8 (0.052 mi.)	B36	36
HOFFMAN P T	3400 S WESTERN AVE	S 0 - 1/8 (0.109 mi.)	E53	57
HARRISON DICK	3408 S WESTERN AVE	S 0 - 1/8 (0.110 mi.)	E54	57
SMITH H J	3500 S WESTERN AVE	S 0 - 1/8 (0.118 mi.)	E67	66

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there are 11 EDR Hist Cleaner sites within approximately 0.125 miles of the target property.

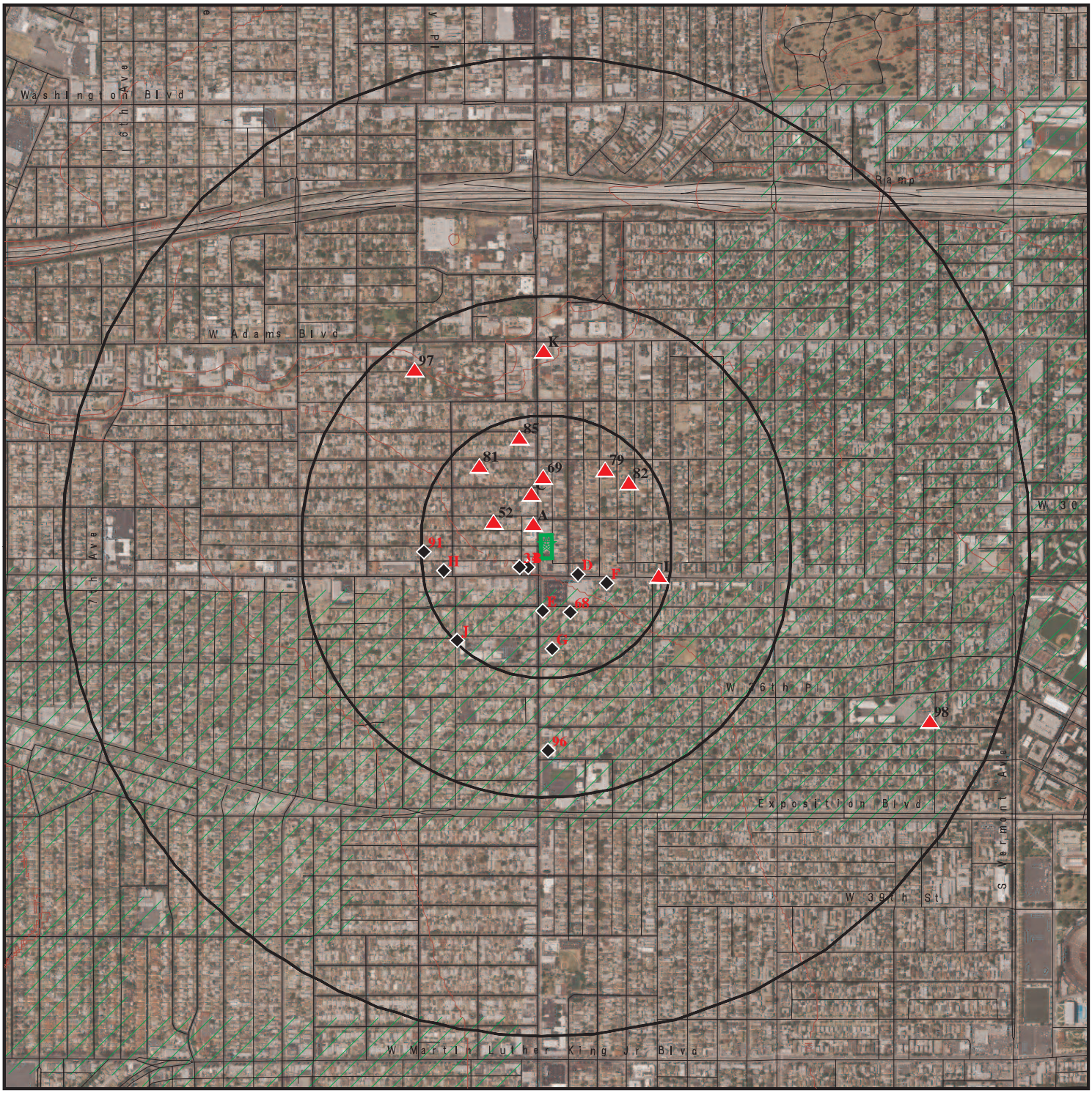
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BLUE BIRD LAUNDRY	3000 S WESTERN AVE	N 0 - 1/8 (0.022 mi.)	A12	13
RIPLEY MYRTLE O	2914 S WESTERN AVE	N 0 - 1/8 (0.122 mi.)	69	69

Lower Elevation	Address	Direction / Distance	Map ID	Page
EXCLUSIVE OVERALL LA	3114 S WESTERN AVE	SSW 0 - 1/8 (0.002 mi.)	A3	10
JOHNSON TALIAFERRO	3116 S WESTERN AVE	SSW 0 - 1/8 (0.010 mi.)	A4	11
DAN-DEE CLEANERS	3109 S WESTERN AVE	SW 0 - 1/8 (0.026 mi.)	A15	14
KARL G A	1777 W JEFFERSON BLV	S 0 - 1/8 (0.033 mi.)	B22	16
VERAS CLEANERS	1776 W JEFFERSON BLV	SSE 0 - 1/8 (0.040 mi.)	B26	17
JACK WADA AND CO	3226 S WESTERN AVE	S 0 - 1/8 (0.045 mi.)	B33	33
FIELDS B B	1718 W JEFFERSON BLV	SE 0 - 1/8 (0.112 mi.)	D55	58
SAVE MORE CLEANERS	3423-25 S WESTERN AV	S 0 - 1/8 (0.112 mi.)	E57	59
ROCKET WESTERN	3425 S WESTERN AVE	S 0 - 1/8 (0.112 mi.)	E65	65

EXECUTIVE SUMMARY

There were no unmapped sites in this report.

OVERVIEW MAP - 7120356.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

100-year flood zone

500-year flood zone

Areas of Concern

N

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:	045.09702_3016-3110 Western Ave	CLIENT:	EFI Global Inc.
ADDRESS:	3022 South Western Ave Los Angeles CA 90018	CONTACT:	Nicola Wells
		INQUIRY #:	7120356.2s
LAT/LONG:	34.026479 / 118.308581	DATE:	September 16, 2022 4:37 pm

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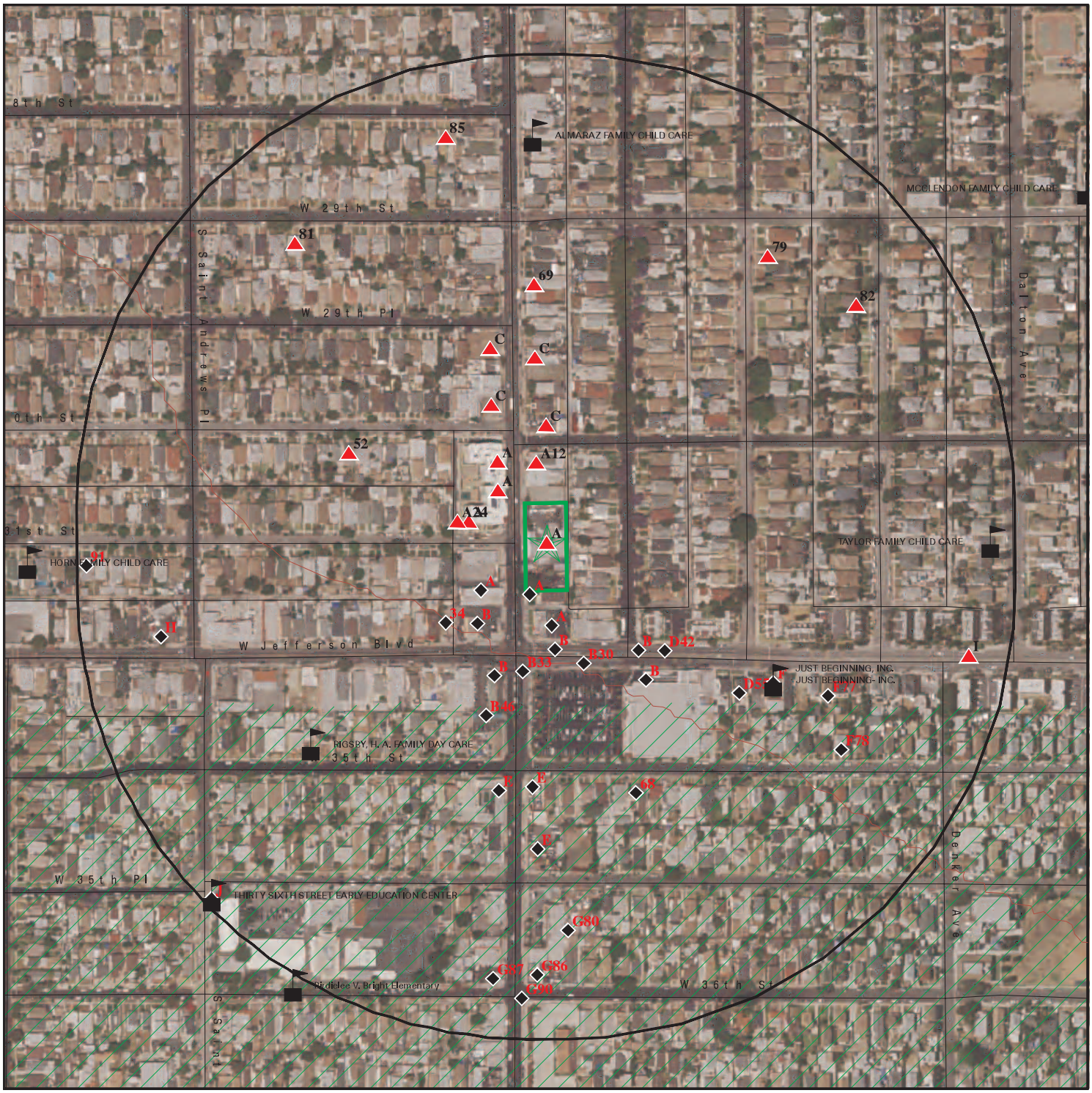
DETAIL MAP - 7120356.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/16 1/8 1/4 Miles

Indian Reservations BIA

100-year flood zone

500-year flood zone

Areas of Concern

N

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:	045.09702_3016-3110 Western Ave	CLIENT:	EFI Global Inc.
ADDRESS:	3022 South Western Ave Los Angeles CA 90018	CONTACT:	Nicola Wells
LAT/LONG:	34.026479 / 118.308581	INQUIRY #:	7120356.2s
		DATE:	September 16, 2022 4:38 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.500		0	0	1	NR	NR	1
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		1	1	NR	NR	NR	2
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
RESPONSE	1.000		0	0	0	0	NR	0
Lists of state- and tribal hazardous waste facilities								
ENVIROSTOR	1.000		0	0	0	1	NR	1
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.500		0	0	0	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
Lists of state and tribal leaking storage tanks								
LUST	0.500		0	0	2	NR	NR	2
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	0	NR	NR	0
Lists of state and tribal registered storage tanks								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		12	5	NR	NR	NR	17
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
AOCONCERN	1.000		0	0	0	0	NR	0
US HIST CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		1	1	NR	NR	NR	2
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
AQUEOUS FOAM	TP		NR	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		5	3	NR	NR	NR	8
HIST UST	0.250		1	0	NR	NR	NR	1

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CA FID UST	0.250		6	3	NR	NR	NR	9
CERS TANKS	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	TP		NR	NR	NR	NR	NR	0
LIENS 2	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
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		4	11	NR	NR	NR	15
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
DOCKET HWC	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
UXO	1.000		0	0	0	0	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	2	NR	NR	2
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		6	0	NR	NR	NR	6
EMI	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
HAZNET	TP	1	NR	NR	NR	NR	NR	1
ICE	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	0	1	NR	NR	1
LOS ANGELES CO. HMS	TP		NR	NR	NR	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
LA Co. Site Mitigation	TP		NR	NR	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
UIC GEO	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	TP		NR	NR	NR	NR	NR	0
PROJECT	TP		NR	NR	NR	NR	NR	0
WDR	TP		NR	NR	NR	NR	NR	0
CIWQS	TP		NR	NR	NR	NR	NR	0
CERS	TP		NR	NR	NR	NR	NR	0
NON-CASE INFO	TP		NR	NR	NR	NR	NR	0
OTHER OIL GAS	TP		NR	NR	NR	NR	NR	0
PROD WATER PONDS	TP		NR	NR	NR	NR	NR	0
SAMPLING POINT	TP		NR	NR	NR	NR	NR	0
WELL STIM PROJ	TP		NR	NR	NR	NR	NR	0
HWTS	TP	2	NR	NR	NR	NR	NR	2
MINES MRDS	TP		NR	NR	NR	NR	NR	0
LOS ANGELES CO LF METHANE	0.500		0	0	0	NR	NR	0

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		18	NR	NR	NR	NR	18
EDR Hist Cleaner	0.125		11	NR	NR	NR	NR	11

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	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
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		3	65	25	6	1	0	100

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **WESTERN COMMERCIAL** **HWTS** **S124643775**
Target **3022 S WESTERN AVE** **N/A**
Property **LOS ANGELES, CA 90018**

Site 1 of 20 in cluster A

Actual: **163 ft.**

HWTS:

Name:	WESTERN COMMERCIAL
Address:	3022 S WESTERN AVE
Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90018
EPA ID:	CAC002863312
Inactive Date:	09/02/2016
Create Date:	06/02/2016
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	3022 S WESTERN AVE
Mailing Address 2:	Not reported
Mailing City,State,Zip:	LOS ANGELES, CA 90018
Owner Name:	LAUREN COOMBS
Owner Address:	3022 S WESTERN AVE
Owner Address 2:	Not reported
Owner City,State,Zip:	LOS ANGELES, CA 90018
Contact Name:	LAUREN COOMBS
Contact Address:	3022 S WESTERN AVE
Contact Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90018
Facility Status:	Inactive
Facility Type:	TEMPORARY
Category:	STATE
Latitude:	-90
Longitude:	180

A2 **TRAFFIC MANAGEMENT, INC** **HAZNET** **S121001865**
Target **3100 S. WESTERN AVE** **HWTS** **N/A**
Property **LOS ANGELES, CA 90018**

Site 2 of 20 in cluster A

Actual: **163 ft.**

HAZNET:

Name:	TRAFFIC MANAGEMENT, INC
Address:	3100 S. WESTERN AVE
Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90018
Contact:	LAUREN COOMBS
Telephone:	5622642259
Mailing Name:	Not reported
Mailing Address:	3100 S. WESTERN AVE
Year:	2016
Gepaid:	CAC002864830
TSD EPA ID:	CAD044429835
CA Waste Code:	213 - Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.25

HWTS:

TRAFFIC MANAGEMENT, INC (Continued) **S121001865**

Name:	TRAFFIC MANAGEMENT, INC
Address:	3100 S. WESTERN AVE
Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90018
EPA ID:	CAC002864830
Inactive Date:	09/14/2016
Create Date:	06/13/2016
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	3100 S. WESTERN AVE
Mailing Address 2:	Not reported
Mailing City,State,Zip:	LOS ANGELES, CA 90018
Owner Name:	TRAFFIC MANAGEMENT
Owner Address:	3100 S. WESTERN AVE
Owner Address 2:	Not reported
Owner City,State,Zip:	LOS ANGELES, CA 90018
Contact Name:	LAUREN COOMBS
Contact Address:	3100 S. WESTERN AVE
Contact Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90018
Facility Status:	Inactive
Facility Type:	TEMPORARY
Category:	STATE
Latitude:	-90
Longitude:	180

NAICS:

EPA ID:	CAC002864830
Create Date:	2016-06-13 14:43:42.397
NAICS Code:	23412
NAICS Description:	Bridge and Tunnel Construction
Issued EPA ID Date:	2016-06-13 14:43:42.40300
Inactive Date:	2016-09-14 03:00:25.30300
Facility Name:	TRAFFIC MANAGEMENT, INC
Facility Address:	3100 S. WESTERN AVE
Facility Address 2:	Not reported
Facility City:	LOS ANGELES
Facility County:	Not reported
Facility State:	CA
Facility Zip:	90018

A3 **EXCLUSIVE OVERALL LAUNDRY** **EDR Hist Cleaner** **1009190140**
SSW **3114 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.002 mi.
10 ft. **Site 3 of 20 in cluster A**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
162 ft. 1933 EXCLUSIVE OVERALL LAUNDRY LAUNDRIES HAND

Client Plot

A4 **JOHNSON TALIAFERRO** **EDR Hist Cleaner** **1009192117**
SSW **3116 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.010 mi.
53 ft. **Site 4 of 20 in cluster A**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
161 ft. 1929 JOHNSON TALIAFERRO LAUNDRIES STEAM

Client Plot

A5 **UST** **U004301835**
NW **3023 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.016 mi.
87 ft. **Site 5 of 20 in cluster A**

Relative: LOS ANGELES UST:
Higher
Actual: Name: Not reported
164 ft. Address: 3023 S WESTERN AVE
City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

A6 **BARNES W A** **EDR Hist Auto** **1009078861**
NW **3023 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.016 mi.
87 ft. **Site 6 of 20 in cluster A**

Relative: EDR Hist Auto
Higher

Actual: Year: Name: Type:
164 ft. 1929 MC INTOSH H C GASOLINE AND OIL SERVICE STATION
1937 BARNES W A GASOLINE AND OIL SERVICE STATIONS
1971 SWAYNE BROS AUTOMOTIVE SERVICE Gasoline Service Stations
1972 SWAYNE BROS AUTOMOTIVE SERVICE Gasoline Service Stations
1973 SWAYNE BROS AUTOMOTIVE SERVICE Gasoline Service Stations
1974 SWAYNE BROS AUTOMOTIVE SERVICE Gasoline Service Stations
1975 SWAYNE BROS AUTOMOTIVE SERVICE Gasoline Service Stations

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A7 **ECKARD G H** **EDR Hist Auto** **1009078485**
NW **3021 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.017 mi.
88 ft. **Site 7 of 20 in cluster A**

Relative: EDR Hist Auto
Higher

Actual: Year: Name: Type:
164 ft. 1933 ECKARD G H GASOLINE AND OIL SERVICE STATIONS

A8 **VACHSTEIN E F** **EDR Hist Auto** **1009079267**
WNW **2005 W 31ST ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.018 mi.
95 ft. **Site 8 of 20 in cluster A**

Relative: EDR Hist Auto
Higher

Actual: Year: Name: Type:
163 ft. 1929 VACHSTEIN E F AUTOMOBILE REPAIRING AND SERVICE STATIONS

Client Plot

A9 **UST** **U004300597**
South **1789 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.019 mi.
102 ft. **Site 9 of 20 in cluster A**

Relative: LOS ANGELES UST:
Lower
Name: Not reported
Actual: Address: 1789 W JEFFERSON BLVD
161 ft. City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

A10 **C F I** **SWEEPS UST** **S101588142**
South **1789 W JEFFERSON BLVD** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.019 mi.
102 ft. **Site 10 of 20 in cluster A**

Relative: SWEEPS UST:
Lower
Name: C F I
Actual: Address: 1789 W JEFFERSON BLVD
161 ft. City: LOS ANGELES
Status: Not reported
Comp Number: 6895
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19056378
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported

C F I (Continued) **S101588142**

Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	1789 W JEFFERSON BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900180000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

A11 **MAYFIELD FRIENDLY SERVICE** **EDR Hist Auto** **1009081333**
South **1789 W JEFFERSON BL** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.019 mi.
102 ft. **Site 11 of 20 in cluster A**

Relative: EDR Hist Auto
Lower

Actual:
161 ft.

Year:	Name:	Type:
1937	ANDERSON R S	GASOLINE AND OIL SERVICE STATIONS
1969	MAYFIELD FRIENDLY SERVICE	Gasoline Service Stations
1970	MAYFIELD FRIENDLY SERVICE	Gasoline Service Stations
1971	MAYFIELD FRIENDLY SERVICE	Gasoline Service Stations
1972	MAYFIELD FRIENDLY SERVICE	Gasoline Service Stations
1973	MAYFIELD FRIENDLY SERVICE	Gasoline Service Stations
1974	MAYFIELD FRIENDLY SERVICE	Gasoline Service Stations

A12 **BLUE BIRD LAUNDRY** **EDR Hist Cleaner** **1009191849**
North **3000 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.022 mi.
118 ft. **Site 12 of 20 in cluster A**

Relative: EDR Hist Cleaner
Higher

Actual:
165 ft.

Year:	Name:	Type:
1929	BLUE BIRD LAUNDRY	LAUNDRIES STEAM

A13 **STALEY REPAIR SHOP** **EDR Hist Auto** **1009080004**
SW **3111/2 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.025 mi.
131 ft. **Site 13 of 20 in cluster A**

Relative: EDR Hist Auto
Lower

Actual:
161 ft.

Year:	Name:	Type:
1929	STALEY REPAIR SHOP	AUTOMOBILE REPAIRING AND SERVICE STATIONS

Client Plot

A14 **DAN-DEE CLEANERS** **DRYCLEANERS** **S121696844**
SW **3109 S WESTERN 1/2 AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.026 mi.
137 ft. **Site 14 of 20 in cluster A**

Relative: **Lower**

Actual: **161 ft.**

DRYCLEAN SOUTH COAST:

Name:	DAN-DEE CLEANERS
Address:	3109 S WESTERN 1/2 AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	18854
Application Number:	A30914
Permit Number:	P14628
Status:	O
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	379.20001221
UTM North:	3765.6000977
Application Date:	12/31/9999
PO Issue Date:	06/13/1966
NAICS Code:	Not reported
SIC Code:	7216

A15 **DAN-DEE CLEANERS** **EDR Hist Cleaner** **1018846274**
SW **3109 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.026 mi.
137 ft. **Site 15 of 20 in cluster A**

Relative: **Lower**

Actual: **161 ft.**

EDR Hist Cleaner

Year:	Name:	Type:
1969	DAN DEE CLEANERS	Drycleaning Plants, Except Rugs
1970	DAN DEE CLEANERS	Drycleaning Plants, Except Rugs
1971	DAN DEE CLEANERS	Drycleaning Plants, Except Rugs
1972	DAN DEE CLEANERS	Drycleaning Plants, Except Rugs
1973	DAN DEE CLEANERS	Drycleaning Plants, Except Rugs
1974	DAN DEE CLEANERS	Drycleaning Plants, Except Rugs
1975	DAN DEE CLEANERS	Drycleaning Plants, Except Rugs
1979	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs
1980	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs
1982	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs
1983	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs
1985	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs
1986	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs
1987	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs
1988	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs
1989	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs
1990	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs
1991	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs
1992	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs
1993	DAN-DEE CLEANERS	Drycleaning Plants, Except Rugs

A16 **MC QUILLEN RUTAN** **EDR Hist Auto** **1009080546**
NNW **3001 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.028 mi.
147 ft. **Site 16 of 20 in cluster A**

Relative: EDR Hist Auto
Higher

Actual:
165 ft.

Year:	Name:	Type:
1933	MC QUILLEN RUTAN	GASOLINE AND OIL SERVICE STATIONS
1937	HELDT ARTH	GASOLINE AND OIL SERVICE STATIONS
1942	MATZ A C	AUTOMOBILE REPAIRING
1942	DELA PENA DIEGO	GASOLINE AND OIL SERVICE STATIONS

A17 **JEFFERSON PARK TERRACE** **HAZMAT** **S123552461**
NNW **3001 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90015**
0.028 mi.
147 ft. **Site 17 of 20 in cluster A**

Relative: LOS ANGELES HM:
Higher

Actual:
165 ft.

Name:	JEFFERSON PARK TERRACE
Address:	3001 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90015
Facility ID:	FA0038318
Last Run Date:	01/13/2022
Status:	INACTIVE

A18 **JEFFERSON PARK TERRACE** **UST** **U004307985**
NNW **3001 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90015**
0.028 mi.
147 ft. **Site 18 of 20 in cluster A**

Relative: LOS ANGELES UST:
Higher

Actual:
165 ft.

Name:	JEFFERSON PARK TERRACE
Address:	3001 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90015
Facility ID:	FA0038318
Last Run Date:	01/13/2022
Status:	INACTIVE

A19 **BOWEN F D** **EDR Hist Auto** **1009080654**
WNW **2009 W 31ST ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.031 mi.
166 ft. **Site 19 of 20 in cluster A**

Relative: EDR Hist Auto
Higher

Actual:
163 ft.

Year:	Name:	Type:
1929	BOWEN F D	AUTOMOBILE REPAIRING AND SERVICE STATIONS

Client Plot

B20 **BLISS JERRY** **EDR Hist Auto** **1009082727**
South **1785 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.033 mi.
172 ft. **Site 1 of 19 in cluster B**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
160 ft. 1942 BLISS JERRY GASOLINE AND OIL SERVICE STATIONS

B21 **UST** **U004301923**
SW **3125 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.033 mi.
172 ft. **Site 2 of 19 in cluster B**

Relative: LOS ANGELES UST:
Lower
Name: Not reported
Actual: Address: 3125 S WESTERN AVE
160 ft. City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

B22 **KARL G A** **EDR Hist Cleaner** **1009188149**
South **1777 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.033 mi.
173 ft. **Site 3 of 19 in cluster B**

Relative: EDR Hist Cleaner
Lower

Actual: Year: Name: Type:
160 ft. 1933 KARL G A CLOTHES PRESSERS AND CLEANERS

B23 **ROCHE H E** **EDR Hist Auto** **1009080474**
SW **1811 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.036 mi.
190 ft. **Site 4 of 19 in cluster B**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
160 ft. 1933 ROCHE H E AUTOMOBILE REPAIRING

Client Plot

A24 **BARNETT W J** **EDR Hist Auto** **1009081684**
WNW **2013 W 31ST ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.038 mi.
199 ft. **Site 20 of 20 in cluster A**

Relative: EDR Hist Auto
Higher

Actual:
163 ft.

Year:	Name:	Type:
1942	BARNETT W J	AUTOMOBILE REPAIRING

Client Plot

B25 **JOHN'S VILLAGE CLEANERS, DOLORES IBARRA** **DRYCLEANERS** **S121693473**
SSE **1776 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.040 mi.
213 ft. **Site 5 of 19 in cluster B**

Relative: DRYCLEAN SOUTH COAST:
Lower

Actual:
160 ft.

Name:	JOHN'S VILLAGE CLEANERS, DOLORES IBARRA
Address:	1776 W JEFFERSON BLVD
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	102105
Application Number:	294246
Permit Number:	D84048
Status:	O
Representative Name:	DOLORES IBARRA
Representative Telephone:	213 7330987
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	379.29998779
UTM North:	3765.5
Application Date:	07/01/1994
PO Issue Date:	07/07/1994
NAICS Code:	Not reported
SIC Code:	Not reported

B26 **VERAS CLEANERS** **EDR Hist Cleaner** **1018460164**
SSE **1776 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.040 mi.
213 ft. **Site 6 of 19 in cluster B**

Relative: EDR Hist Cleaner
Lower

Actual:
160 ft.

Year:	Name:	Type:
1979	VERAS CLEANERS	Drycleaning Plants, Except Rugs
1980	VERAS CLEANERS	Drycleaning Plants, Except Rugs
1982	VERAS CLEANERS	Drycleaning Plants, Except Rugs
1983	VERAS CLEANERS	Drycleaning Plants, Except Rugs
1985	VERAS CLEANERS	Drycleaning Plants, Except Rugs
1986	VERAS CLEANERS	Drycleaning Plants, Except Rugs
1987	VERAS CLEANERS	Drycleaning Plants, Except Rugs
1988	VERAS CLEANERS	Drycleaning Plants, Except Rugs
1989	IBARRA FERNANDO	Drycleaning Plants, Except Rugs, NEC
1989	VERAS CLEANERS	Drycleaning Plants, Except Rugs

VERAS CLEANERS (Continued) **1018460164**

1990	IBARRA FERNANDO	Drycleaning Plants, Except Rugs, NEC
1991	IBARRA FERNANDO	Drycleaning Plants, Except Rugs, NEC
1992	IBARRA FERNANDO	Drycleaning Plants, Except Rugs, NEC
1993	IBARRA FERNANDO	Drycleaning Plants, Except Rugs, NEC
1994	IBARRA FERNANDO	Drycleaning Plants, Except Rugs, NEC
1995	JOHNS VILLAGE CLEANERS	Drycleaning Plants, Except Rugs, NEC
1996	JOHNS VILLAGE CLEANERS	Drycleaning Plants, Except Rugs, NEC

B27 **JOHN'S VILLAGE CLEANERS, JOHN PRIETO** **DRYCLEANERS** **S121698612**
SSE **1776 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90260**
0.040 mi.
213 ft. **Site 7 of 19 in cluster B**

Relative: DRYCLEAN SOUTH COAST:
Lower

Actual: Name:	JOHN'S VILLAGE CLEANERS, JOHN PRIETO
160 ft. Address:	1776 W JEFFERSON BLVD
City,State,Zip:	LOS ANGELES, CA 90260
Facility ID:	57205
Application Number:	157387
Permit Number:	M57348
Status:	A
Representative Name:	UNKNOWN JOHN
Representative Telephone:	213 0000000
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	379.29998779
UTM North:	3765.5
Application Date:	06/01/1987
PO Issue Date:	06/26/1987
NAICS Code:	812320
SIC Code:	7216

B28 **VERA'S CLEANERS** **DRYCLEANERS** **S121694126**
SSE **1776 W JEFFERSON BLVD** **HAZMAT** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.040 mi.
213 ft. **Site 8 of 19 in cluster B**

Relative: DRYCLEAN SOUTH COAST:
Lower

Actual: Name:	VERA'S CLEANERS
160 ft. Address:	1776 W JEFFERSON BLVD
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	11618
Application Number:	C43851
Permit Number:	M34652
Status:	O
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	04

VERA'S CLEANERS (Continued) **S121694126**

CCAT Description: VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East: 0
UTM North: 0
Application Date: 07/13/1982
PO Issue Date: 11/28/1983
NAICS Code: Not reported
SIC Code: 7216

Name: VERA'S CLEANERS
Address: 1776 W JEFFERSON BLVD
City,State,Zip: LOS ANGELES, CA 90018
Facility ID: 11618
Application Number: C31438
Permit Number: M18792
Status: O
Representative Name: Not reported
Representative Telephone: Not reported
Permit Status: INACTIVE
BCAT Number: 000234
BCAT Description: DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number: Not reported
CCAT Description: Not reported
UTM East: 0
UTM North: 0
Application Date: 12/31/9999
PO Issue Date: 12/01/1982
NAICS Code: Not reported
SIC Code: 7216

LOS ANGELES HM:
Name: JOHN'S VILLAGE
Address: 1776 W JEFFERSON BLVD
City,State,Zip: LOS ANGELES, CA 90018
Facility ID: FA0018106
Last Run Date: 01/13/2022
Status: INACTIVE

B29 **JOHN VILLAGE CL** **RCRA-SQG** **1000306399**
SSE **1776 W JEFFERSON BLVD** **FINDS** **CAD982478281**
< 1/8 **LOS ANGELES, CA 90018** **ECHO**
0.040 mi. **EMI**
213 ft. **Site 9 of 19 in cluster B** **HAZNET**
HWTS

Relative:
Lower

Actual:
160 ft.

RCRA-SQG:
Date Form Received by Agency: 19880614
Handler Name: JOHN VILLAGE CL
Handler Address: 1776 W JEFFERSON BLVD
Handler City,State,Zip: LOS ANGELES, CA 90018
EPA ID: CAD982478281
Contact Name: ENVIRONMENTAL MANAGER
Contact Address: 1776 W JEFFERSON BLVD
Contact City,State,Zip: LOS ANGELES, CA 90018
Contact Telephone: 213-733-0987
Contact Fax: Not reported
Contact Email: Not reported
Contact Title: Not reported

JOHN VILLAGE CL (Continued) **1000306399**

EPA Region:		09
Land Type:		Other
Federal Waste Generator Description:		Small Quantity Generator
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Handler Activities
State District Owner:		CA
State District:		4R
Mailing Address:		1776 W JEFFERSON BLVD
Mailing City,State,Zip:		LOS ANGELES, CA 90018
Owner Name:	JOHN PRIETO	
Owner Type:		Private
Operator Name:	NOT REQUIRED	
Operator Type:		Private
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		NN
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported
Permit Workload Universe:		Not reported
Permit Progress Universe:		Not reported
Post-Closure Workload Universe:		Not reported
Closure Workload Universe:		Not reported
202 GPRA Corrective Action Baseline:		No
Corrective Action Workload Universe:		No
Subject to Corrective Action Universe:		No
Non-TSDFs Where RCRA CA has Been Imposed Universe:		No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:		No
TSDFs Only Subject to CA under Discretionary Auth Universe:		No
Corrective Action Priority Ranking:		No NCAPS ranking
Environmental Control Indicator:		No
Institutional Control Indicator:		No
Human Exposure Controls Indicator:		N/A
Groundwater Controls Indicator:		N/A
Operating TSDF Universe:		Not reported
Full Enforcement Universe:		Not reported

JOHN VILLAGE CL (Continued) **1000306399**

Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20020627
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name: NOT REQUIRED	
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: JOHN PRIETO	
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	19880614
Handler Name: JOHN VILLAGE CL	
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	CA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

List of NAICS Codes and Descriptions:

NAICS Code:	81232

JOHN VILLAGE CL (Continued) **1000306399**

NAICS Description: DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

FINDS:
Registry ID: 110002823703

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000306399
Registry ID:	110002823703
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002823703
Name:	JOHN VILLAGE CL
Address:	1776 W JEFFERSON BLVD
City,State,Zip:	LOS ANGELES, CA 90018

EMI:

Name:	JOHN'S VILLAGE CLEANERS, JOHN
Address:	1776 W JEFFERSON BLVD
City,State,Zip:	LOS ANGELES, CA 900180000
Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	57205
Air District Name:	SC
SIC Code:	9999
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	JOHN'S VILLAGE CLEANERS, JOHN
Address:	1776 W JEFFERSON BLVD

JOHN VILLAGE CL (Continued) **1000306399**

City,State,Zip:	LOS ANGELES, CA 900180000
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	57205
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HAZNET:

Name:	JOHN VILLAGE CL
Address:	1776 W JEFFERSON BLVD
Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 900180000
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	1776 W JEFFERSON BLVD
Year:	1997
Gepaid:	CAD982478281
TSD EPA ID:	CAD981397417
CA Waste Code:	211 - Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	R01 - Recycler
Tons:	0.3775
Year:	1996
Gepaid:	CAD982478281
TSD EPA ID:	CAD981397417
CA Waste Code:	-
Disposal Method:	R01 - Recycler
Tons:	0
Year:	1996
Gepaid:	CAD982478281
TSD EPA ID:	CAD981397417
CA Waste Code:	211 - Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	R01 - Recycler
Tons:	0.7155
Year:	1995
Gepaid:	CAD982478281
TSD EPA ID:	CAD981397417
CA Waste Code:	211 - Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	R01 - Recycler

JOHN VILLAGE CL (Continued) **1000306399**

Tons: 0.7905

Additional Info:
Year: 1996
Gen EPA ID: CAD982478281

Shipment Date: 19961119
Creation Date: 5/30/1997 0:00:00
Receipt Date: 19961120
Manifest ID: 96319878
Trans EPA ID: CAD981414386
Trans Name: Not reported
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAD981397417
Trans Name: Not reported
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: - Not reported
RCRA Code: Not reported
Meth Code: R01 - Recycler
Quantity Tons: 0
Waste Quantity: 0
Quantity Unit: Not reported
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 19961119
Creation Date: 5/30/1997 0:00:00
Receipt Date: 19961120
Manifest ID: 96319878
Trans EPA ID: CAD981414386
Trans Name: Not reported
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAD981397417
Trans Name: Not reported
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code: F002
Meth Code: R01 - Recycler
Quantity Tons: 0.2107
Waste Quantity: 0.25
Quantity Unit: Y
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 19960723

JOHN VILLAGE CL (Continued) **1000306399**

Creation Date:	5/21/1997 0:00:00
Receipt Date:	19960724
Manifest ID:	96581353
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19960723
Creation Date:	5/21/1997 0:00:00
Receipt Date:	19960724
Manifest ID:	96581353
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.0834
Waste Quantity:	20
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19960419
Creation Date:	10/4/1996 0:00:00
Receipt Date:	19960422
Manifest ID:	96274854
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported

JOHN VILLAGE CL (Continued) **1000306399**

TSDF EPA ID: CAD981397417
Trans Name: Not reported
TSDF Alt EPA ID: CAD981397417
TSDF Alt Name: Not reported
Waste Code Description: 211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code: F002
Meth Code: R01 - Recycler
Quantity Tons: 0
Waste Quantity: 0
Quantity Unit: Not reported
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 19960419
Creation Date: 10/4/1996 0:00:00
Receipt Date: 19960422
Manifest ID: 96274854
Trans EPA ID: CAD981414386
Trans Name: Not reported
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAD981397417
Trans Name: Not reported
TSDF Alt EPA ID: CAD981397417
TSDF Alt Name: Not reported
Waste Code Description: 211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code: F002
Meth Code: R01 - Recycler
Quantity Tons: 0.2107
Waste Quantity: 0.25
Quantity Unit: Y
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Info:
Year: 1997
Gen EPA ID: CAD982478281

Shipment Date: 19970318
Creation Date: 6/26/1997 0:00:00
Receipt Date: 19970319
Manifest ID: 96797692
Trans EPA ID: CAD981414386
Trans Name: Not reported
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAD981397417
Trans Name: Not reported
TSDF Alt EPA ID: Not reported

JOHN VILLAGE CL (Continued) **1000306399**

TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970318
Creation Date:	6/26/1997 0:00:00
Receipt Date:	19970319
Manifest ID:	96797692
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970314
Creation Date:	6/26/1997 0:00:00
Receipt Date:	19970318
Manifest ID:	96796936
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0

JOHN VILLAGE CL (Continued) **1000306399**

Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970314
Creation Date:	6/26/1997 0:00:00
Receipt Date:	19970318
Manifest ID:	96796936
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.1668
Waste Quantity:	40
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1995
Gen EPA ID:	CAD982478281
Shipment Date:	19951219
Creation Date:	9/18/1996 0:00:00
Receipt Date:	19951220
Manifest ID:	95895543
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported

JOHN VILLAGE CL (Continued) **1000306399**

Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19951219
Creation Date:	9/18/1996 0:00:00
Receipt Date:	19951220
Manifest ID:	95895543
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.0834
Waste Quantity:	20
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950922
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19950926
Manifest ID:	95943325
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950922
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19950926

JOHN VILLAGE CL (Continued) **1000306399**

Manifest ID:	95943325
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950711
Creation Date:	4/3/1996 0:00:00
Receipt Date:	19950712
Manifest ID:	95597654
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950711
Creation Date:	4/3/1996 0:00:00
Receipt Date:	19950712
Manifest ID:	95597654
Trans EPA ID:	CAD981414386
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported

JOHN VILLAGE CL (Continued) **1000306399**

TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.075
Waste Quantity:	18
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

HWTS:

Name:	JOHN VILLAGE CL
Address:	1776 W JEFFERSON BLVD
Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90018
EPA ID:	CAD982478281
Inactive Date:	06/30/1998
Create Date:	06/15/1989
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	1776 W JEFFERSON BLVD
Mailing Address 2:	Not reported
Mailing City,State,Zip:	LOS ANGELES, CA 900183910
Owner Name:	Not reported
Owner Address:	Not reported
Owner Address 2:	Not reported
Owner City,State,Zip:	Not reported
Contact Name:	Not reported
Contact Address:	INACT PER NONDELIVERABLE VQ98 NK
Contact Address 2:	Not reported
City,State,Zip:	Not reported
Facility Status:	Inactive
Facility Type:	PERMANENT
Category:	FEDERAL
Latitude:	34.025605
Longitude:	-118.308366

B30 **CHUCKS BEAUTY SUPPLY** **HAZMAT** **S123543581**
SSE **1770 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.042 mi.
220 ft. **Site 10 of 19 in cluster B**

Relative: **Lower**
Actual: **160 ft.**

LOS ANGELES HM:

Name:	CHUCKS BEAUTY SUPPLY
Address:	1770 W JEFFERSON BLVD
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0006851
Last Run Date:	01/13/2022
Status:	INACTIVE

C31
North
< 1/8
0.043 mi.
228 ft.

MICA'S AUTO REPAIR
2956 S WESTERN AVE
LOS ANGELES, CA 90018

Site 1 of 10 in cluster C

SWEEPS UST
CA FID UST
HAZMAT

S101587484
N/A

Relative:
Higher

Actual:
166 ft.

SWEEPS UST:

Name:	MICA'S AUTO REPAIR
Address:	2956 S WESTERN AVE
City:	LOS ANGELES
Status:	Active
Comp Number:	4096
Number:	2
Board Of Equalization:	Not reported
Referral Date:	01-11-93
Action Date:	04-26-94
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

CA FID UST:

Facility ID:	19055682
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	2956 S WESTERN AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900180000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

LOS ANGELES HM:

Name:	J K AUTO SALES
Address:	2956 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0029906
Last Run Date:	01/13/2022
Status:	INACTIVE

C32 **PAYNE REUBEN** **EDR Hist Auto** **1009080395**
North **2956 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.043 mi.
228 ft. **Site 2 of 10 in cluster C**

Relative: EDR Hist Auto
Higher

Actual:
166 ft.

Year:	Name:	Type:
1933	SUPER EIGHT SERVICE STATION	GASOLINE AND OIL SERVICE STATIONS
1933	MC KENZIE J P	AUTOMOBILE REPAIRING
1933	SCHILLING C J	GASOLINE AND OIL SERVICE STATIONS
1937	FULMER H J	GASOLINE AND OIL SERVICE STATIONS
1942	PAYNE REUBEN	GASOLINE AND OIL SERVICE STATIONS
1986	MICAS AUTO REPAIR	General Automotive Repair Shops
1987	MICAS AUTO REPAIR	General Automotive Repair Shops
1988	MICAS AUTO REPAIR	General Automotive Repair Shops
1989	MICAS AUTO REPAIR	General Automotive Repair Shops
1990	MICAS AUTO REPAIR	General Automotive Repair Shops
1991	MICAS AUTO REPAIR	General Automotive Repair Shops
1992	MICAS AUTO REPAIR	General Automotive Repair Shops
1993	MICAS AUTO REPAIR	General Automotive Repair Shops
1997	LATINO	General Automotive Repair Shops
1997	TALL B & FRED	General Automotive Repair Shops
1998	LATINO	General Automotive Repair Shops
1998	TALL B & FRED	General Automotive Repair Shops
1999	TALL B & FRED	General Automotive Repair Shops
1999	LATINO	General Automotive Repair Shops
2000	LATINO	General Automotive Repair Shops
2001	LATINO	General Automotive Repair Shops
2002	LATINO	General Automotive Repair Shops
2003	LATINO	General Automotive Repair Shops
2004	LATINO	General Automotive Repair Shops
2005	LATINO	General Automotive Repair Shops
2006	LATINO	General Automotive Repair Shops
2007	LATINO	General Automotive Repair Shops
2008	LATINO	General Automotive Repair Shops

B33 **JACK WADA AND CO** **EDR Hist Cleaner** **1018833535**
South **3226 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.045 mi.
237 ft. **Site 11 of 19 in cluster B**

Relative: EDR Hist Cleaner
Lower

Actual:
159 ft.

Year:	Name:	Type:
1975	JACK WADA AND CO	Garment Pressing And Cleaners' Agents

34
SW
< 1/8
0.048 mi.
254 ft.

VERIZON WIRELESS: WESTERN
1817 W JEFFERSON BLVD
LOS ANGELES, CA 90018

HAZMAT
CERS

S123535166
N/A

Relative:
Lower

Actual:
160 ft.

LOS ANGELES HM:

Name:	VERIZON WIRELESS: WESTERN
Address:	1817 W JEFFERSON BLVD
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0023950
Last Run Date:	01/13/2022
Status:	ACTIVE

CERS:

Name:	VERIZON WIRELESS: WESTERN
Address:	1817 WEST JEFFERSON BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90018
Site ID:	83104
CERS ID:	10165401
CERS Description:	Chemical Storage Facilities

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-29-2016
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	No rep at physical address for Verizon Wireless site. Tried to reach the Environmental Contact in CERS, no answer, left message. Address in CERS.
Eval Division:	Los Angeles City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	07-22-2020
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Consent to enter, inspect and take photographs was given by: Hector Mendoza The Business Activities, Owner/Operator Identification, Hazardous Materials Inventory, Site Map, Emergency Response/Contingency Plan and Employee Training Plan sections were reviewed in CERS and field verified. Review and correct any violations indicated previously in this report, on or before the COMPLY BY date associated with each violation. NOTE: The LAMC, Sections (L.A.M.C. SECTION 57.105.1.4; 57.120.3; 57.121.2 and 57.121.2.1.) requires businesses that store, use or handle hazardous materials in the City of Los Angeles to obtain a Consolidated Permit from the Los Angeles Fire Department CUPA **** Annual submission of a Hazardous Materials Business Plan into California Environmental Reporting System (CERS) is required between January 1 and March 1 of every year. Per L.A.M.C. 57.121.3.5, failure to submit the required hazardous material business plan (HMBP) information annually into [Truncated]
Eval Division:	Los Angeles City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS,

Affiliation:

Affiliation Type Desc:	Parent Corporation

VERIZON WIRELESS: WESTERN (Continued) **S123535166**

Entity Name:	Verizon Wireless [Southern California]
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680,
Affiliation Type Desc:	Document Preparer
Entity Name:	Steve Skanderson, Stantec
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	15505 Sand Canyon Avenue, MS D-104
Affiliation City:	Irvine
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92618
Affiliation Phone:	,
Affiliation Type Desc:	Environmental Contact
Entity Name:	Environmental Compliance
Entity Title:	Not reported
Affiliation Address:	15505 Sand Canyon Avenue, MS D-104
Affiliation City:	Irvine
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92618
Affiliation Phone:	,
Affiliation Type Desc:	Identification Signer
Entity Name:	Wilson Rodriguez
Entity Title:	Engr III Spec-RE/Regulatory
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported

VERIZON WIRELESS: WESTERN (Continued) **S123535166**

Affiliation Phone: ,

Affiliation Type Desc: Legal Owner
Entity Name: Verizon Wireless
Entity Title: Not reported
Affiliation Address: 15505 Sand Canyon Avenue, MS D-104
Affiliation City: Irvine
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 92618
Affiliation Phone: (949) 286-7000,

Affiliation Type Desc: Operator
Entity Name: Verizon Wireless
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (949) 286-7000,

B35 **WILLIAMS P B MRS** **EDR Hist Auto** **1009079038**
SSW **1800 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.050 mi.
266 ft. **Site 12 of 19 in cluster B**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
159 ft. 1929 WILLIAMS W J GASOLINE AND OIL SERVICE STATION
1933 WILLIAMS W J GASOLINE AND OIL SERVICE STATIONS
Client Plot 1937 WILLIAMS P B MRS GASOLINE AND OIL SERVICE STATIONS
1942 HOOVER E F GASOLINE AND OIL SERVICE STATIONS

B36 **PENCHBACK WM JR** **EDR Hist Auto** **1009078671**
SE **1747 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.052 mi.
275 ft. **Site 13 of 19 in cluster B**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
161 ft. 1929 HINCK H W GASOLINE AND OIL SERVICE STATION
1937 PENCHBACK WM JR GASOLINE AND OIL SERVICE STATIONS
1942 CORDREY HOWARD GASOLINE AND OIL SERVICE STATIONS

B37 **UST** **U004300552**
SE **1747 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.052 mi.
275 ft. **Site 14 of 19 in cluster B**

Relative: **Lower**
Actual: **161 ft.**

LOS ANGELES UST:

Name:	Not reported
Address:	1747 W JEFFERSON BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

B38 **UST** **U004300614**
SSW **1800 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.052 mi.
276 ft. **Site 15 of 19 in cluster B**

Relative: **Lower**
Actual: **159 ft.**
Client Plot

LOS ANGELES UST:

Name:	Not reported
Address:	1800 W JEFFERSON BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

C39 **FRYE MABEL** **EDR Hist Auto** **1009076637**
NNW **2949 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.057 mi.
299 ft. **Site 3 of 10 in cluster C**

Relative: **Higher**
Actual: **166 ft.**

EDR Hist Auto

Year:	Name:	Type:
1929	FRYE MABEL	GASOLINE AND OIL SERVICE STATION

C40 **UNITED VULCANIZING CO** **CA FID UST** **S101583675**
NNW **2945 S WESTERN AVE** **HAZMAT** **N/A**
< 1/8 **LOS ANGELES, CA 90018** **HWTS**
0.058 mi.
306 ft. **Site 4 of 10 in cluster C**

Relative: **Higher**
Actual: **166 ft.**

CA FID UST:

Facility ID:	19005430
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	2645 S WESTERN AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900180000
Contact:	Not reported

UNITED VULCANIZING CO (Continued) **S101583675**

Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

LOS ANGELES HM:
Name: UNITED VULCANIZING CO
Address: 2945 S WESTERN AVE
City,State,Zip: LOS ANGELES, CA 90018
Facility ID: FA0015183
Last Run Date: 01/13/2022
Status: INACTIVE

HWTS:
Name: UNITED VULCANIZING CO
Address: 2945 S WESTERN AVE
Address 2: Not reported
City,State,Zip: LOS ANGELES, CA 90018
EPA ID: CAL000253736
Inactive Date: 06/30/2006
Create Date: 06/13/2002
Last Act Date: Not reported
Mailing Name: Not reported
Mailing Address: 2945 S WESTERN AVE
Mailing Address 2: Not reported
Mailing City,State,Zip: LOS ANGELES, CA 900180000
Owner Name: KEN KEYORKIAN
Owner Address: 2945 S WESTERN AVE
Owner Address 2: Not reported
Owner City,State,Zip: LOS ANGELES, CA 900180000
Contact Name: KEN KEVORKIAN
Contact Address: 2945 S WESTERN AVE
Contact Address 2: Not reported
City,State,Zip: LOS ANGELES, CA 900180000
Facility Status: Inactive
Facility Type: PERMANENT
Category: STATE
Latitude: 34.02797
Longitude: -118.30892

NAICS:
EPA ID: CAL000253736
Create Date: 2002-06-13 09:51:42.937
NAICS Code: 326212
NAICS Description: Tire Retreading
Issued EPA ID Date: 2002-06-13 09:51:42.87300
Inactive Date: 2006-06-30 10:14:52
Facility Name: UNITED VULCANIZING CO
Facility Address: 2945 S WESTERN AVE
Facility Address 2: Not reported
Facility City: LOS ANGELES
Facility County: Not reported
Facility State: CA
Facility Zip: 900180000

UNITED VULCANIZING CO (Continued) **S101583675**

EPA ID:	CAL000253736
Create Date:	2002-06-13 09:51:42.950
NAICS Code:	44132
NAICS Description:	Tire Dealers
Issued EPA ID Date:	2002-06-13 09:51:42.87300
Inactive Date:	2006-06-30 10:14:52
Facility Name:	UNITED VULCANIZING CO
Facility Address:	2945 S WESTERN AVE
Facility Address 2:	Not reported
Facility City:	LOS ANGELES
Facility County:	Not reported
Facility State:	CA
Facility Zip:	900180000

C41 **FULL BLOWN PERFORMANCE** **RCRA NonGen / NLR** **1026170569**
NNW **2945 S WESTERN AVE** **CAL000454132**
< 1/8 **LOS ANGELES, CA 90018**
0.058 mi.
306 ft. **Site 5 of 10 in cluster C**

Relative: **Higher**

Actual: **166 ft.**

RCRA NonGen / NLR:

Date Form Received by Agency:	20200408
Handler Name:	FULL BLOWN PERFORMANCE
Handler Address:	2945 S WESTERN AVE
Handler City,State,Zip:	LOS ANGELES, CA 90018
EPA ID:	CAL000454132
Contact Name:	ALBERTO HERNANDEZ
Contact Address:	2945 S WESTERN AVE
Contact City,State,Zip:	LOS ANGELES, CA 90018
Contact Telephone:	323-733-7047
Contact Fax:	Not reported
Contact Email:	LLGGROUP33@GMAIL.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	2945 S WESTERN AVE
Mailing City,State,Zip:	LOS ANGELES, CA 90018
Owner Name:	FULL BLOWN PERFORMANCE
Owner Type:	Other
Operator Name:	ALBERTO HERNANDEZ
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No

FULL BLOWN PERFORMANCE (Continued) **1026170569**

Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20200408
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: FULL BLOWN PERFORMANCE	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2945 S WESTERN AVE
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90018
Owner/Operator Telephone:	323-733-7047

FULL BLOWN PERFORMANCE (Continued) **1026170569**

Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: ALBERTO HERNANDEZ
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2945 S WESTERN AVE
Owner/Operator City,State,Zip: LOS ANGELES, CA 90018
Owner/Operator Telephone: 323-733-7047
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20200408
Handler Name: FULL BLOWN PERFORMANCE
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 811198
NAICS Description: ALL OTHER AUTOMOTIVE REPAIR AND MAINTENANCE

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

D42 **UST** **U004300540**
SE **1735 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.064 mi.
339 ft. **Site 1 of 2 in cluster D**

Relative: LOS ANGELES UST:
Lower
Name: Not reported
Actual: Address: 1735 W JEFFERSON BLVD
161 ft. City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

B43 **RALPHS GROCERY #287** **HAZMAT** **S123545399**
SE **1748 W JEFFERSON BLVD UN 287** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.067 mi.
352 ft. **Site 16 of 19 in cluster B**

Relative: **Lower**
Actual: **160 ft.**

LOS ANGELES HM:

Name:	RALPHS GROCERY #287
Address:	1748 W JEFFERSON BLVD UN 287
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0011997
Last Run Date:	01/13/2022
Status:	INACTIVE

B44 **FOOD 4 LESS # 359** **RCRA NonGen / NLR** **1024823126**
SE **1748 S JEFFERSON BLVD** **CAL000342936**
< 1/8 **LOS ANGELES, CA 90018**
0.067 mi.
352 ft. **Site 17 of 19 in cluster B**

Relative: **Lower**
Actual: **160 ft.**

RCRA NonGen / NLR:

Date Form Received by Agency:		20090511
Handler Name:	FOOD 4 LESS # 359	
Handler Address:		1748 S JEFFERSON BLVD
Handler City,State,Zip:		LOS ANGELES, CA 90018-3910
EPA ID:		CAL000342936
Contact Name:		SHERRIE WALTERS
Contact Address:		1100 W. ARTESIA BLVD.
Contact City,State,Zip:		COMPTON, CA 90220
Contact Telephone:		310-884-4016
Contact Fax:		310-884-4625
Contact Email:		SHERRIE.WALTERS@RALPHS.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Handler Activities
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		P.O. BOX 54143
Mailing City,State,Zip:		LOS ANGELES, CA 90054-0000
Owner Name:	RALPHS GROCERY CO	
Owner Type:		Other
Operator Name:	SHERRIE WALTERS	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		Yes
Universal Waste Destination Facility:		Yes

FOOD 4 LESS # 359 (Continued) **1024823126**

Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20180905
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: RALPHS GROCERY CO	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 54143
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90054-0000
Owner/Operator Telephone:	310-884-4016
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

FOOD 4 LESS # 359 (Continued) **1024823126**

Owner/Operator Indicator: Operator
Owner/Operator Name: SHERRIE WALTERS
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 1100 W. ARTESIA BLVD.
Owner/Operator City,State,Zip: COMPTON, CA 90220
Owner/Operator Telephone: 310-884-4016
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20090511
Handler Name: FOOD 4 LESS # 359
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 45291
NAICS Description: WAREHOUSE CLUBS AND SUPERCENTERS

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

B45 **FOOD 4 LESS #359** **CERS HAZ WASTE** **S123499656**
SE **1748 W JEFFERSON BLVD** **HAZMAT** **N/A**
< 1/8 **LOS ANGELES, CA 90018** **CERS**
0.067 mi.
352 ft. **Site 18 of 19 in cluster B**

Relative:
Lower

Actual:
160 ft.

CERS HAZ WASTE:
Name: FOOD 4 LESS #359
Address: 1748 W. JEFFERSON BLVD.
City,State,Zip: LOS ANGELES, CA 90018
Site ID: 117175
CERS ID: 10160087
CERS Description: Hazardous Waste Generator

LOS ANGELES HM:
Name: FOOD 4 LESS #359
Address: 1748 W JEFFERSON BLVD
City,State,Zip: LOS ANGELES, CA 90018

FOOD 4 LESS #359 (Continued) **S123499656**

Facility ID: FA0034429
Last Run Date: 01/13/2022
Status: ACTIVE

CERS:
Name: FOOD 4 LESS #359
Address: 1748 W. JEFFERSON BLVD.
City,State,Zip: LOS ANGELES, CA 90018
Site ID: 117175
CERS ID: 10160087
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 117175
Site Name: Food 4 Less #359
Violation Date: 06-18-2019
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a site map with all required content.
Violation Notes: Review, update and resubmit the site map in CERS to include all required elements. The map that was submitted is for a different location and does not match the facility. You can download detailed SITE MAP INSTRUCTIONS in the Hazardous Materials Business Plan (HMBP) Section using the following link https://www.lafd.org/fire-prevention/cupa/documents-forms
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 117175
Site Name: Food 4 Less #359
Violation Date: 07-02-2014
Citation: 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)
Violation Description: Failure to maintain uniform hazardous waste manifest, consolidated manifest, or bills of lading copies for three years.
Violation Notes: Returned to compliance on 12/18/2014. OBSERVATION: Copies of hazardous waste disposal records were not found on site. Hazardous waste generators shall retain copies of all manifests signed off by the disposal facility and all receipts used in a consolidated manifesting procedure on site for three years and have them readily available for review. CORRECTIVE ACTION: Immediately locate a copy of all manifests and receipts for the last three years, maintain them on site, and submit copies to the CUPA by [date, 30 days from now].
Violation Division: Los Angeles County Fire Department
Violation Program: HW
Violation Source: CERS,

Site ID: 117175
Site Name: Food 4 Less #359
Violation Date: 07-02-2014
Citation: 22 CCR 23 66273.34 - California Code of Regulations, Title 22, Chapter 23, Section(s) 66273.34
Violation Description: Failure to properly label the following categories of universal waste as: 1) Each batteries or the container in which the batteries are contained as "Universal Waste-Battery(ies)". 2) Each

FOOD 4 LESS #359 (Continued) **S123499656**

mercury-containing equipment or the container in which the mercury-containing equipment is contained as "Universal Waste -Mercury-Containing Equipment". 3) Each Florescent lamp or the container or package in which the lamps are contained as "Universal Waste-Lamp(s)". 4) Each electronic devices or the container or pallet in or on which the electronic devices are contained as "Universal Waste-Electronic Device(s)". 5) Each CRTs or the container or pallet in or on which the CRTs are contained as "Universal Waste-CRT(s)". 6) A container of CRT glass shall be labeled or marked clearly with the following phrase: "Universal Waste-CRT glass". 7) In lieu of labeling individual electronic devices, CRTs, and/or containers of CRT glass pursuant to subsections d) through f) of this section, a universal waste handler may combine, package, and accumulate those universal wastes in appropriate containers or within a designated area demarcated by boundaries that are clearly labeled with the applicable portion(s) of the following phrase: "Universal Waste-Electronic Device(s)/Universal Waste - CRT(s)/Universal Waste-CRT Glass".

Violation Notes: Returned to compliance on 12/18/2014. OBSERVATION: Used fluorescent lamp, and four non empty aerosol cans not labeled and not stored in HW containe. A generator shall label or mark universal waste with the words 'Universal Waste' and the type of waste (batteries, mercury containing equipment, lamps/bulbs, electronic devices, CRTs, aerosol cans). CORRECTIVE ACTION: Immediately label these wastes and ensure that all universal wastes are labeled with the required information.

Violation Division: Los Angeles County Fire Department
Violation Program: HW
Violation Source: CERS,

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-18-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Consent to enter, inspect and take photographs was given by: Sean Kelley The Business Activities, Owner/Operator Identification, Hazardous Materials Inventory, Site Map, Emergency Response/Contingency Plan and Employee Training Plan sections were reviewed in CERS and field verified. Review and correct any violations indicated previously in this report, on or before the COMPLY BY date associated with each violation. NOTE: The LAMC, Sections (L.A.M.C. SECTION 57.105.1.4; 57.120.3; 57.121.2 and 57.121.2.1.) requires businesses that store, use or handle hazardous materials in the City of Los Angeles to obtain a Consolidated Permit from the Los Angeles Fire Department CUPA **** Annual submission of a Hazardous Materials Business Plan into CERS is required between January 1 and March 1 of every year. Please remember that any change in inventory of greater than 100 percent will require new submission within 30 days of that change. As a reminder, you must complete all [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-19-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: David Gonzalez, Manager

FOOD 4 LESS #359 (Continued) **S123499656**

Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS,
Eval General Type:	Other/Unknown
Eval Date:	12-18-2014
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS,
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-03-2021
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	David Gonzalez Signature not collected at inspection due to COVID19 precautions
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS,
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	07-14-2016
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	On site for routine hazardous materials and business emergency plan inspection. Consent to enter and inspect was given by VICTOR-GROCERY MANAGER Observed the facility and inspected hazardous materials storage. Annual employee safety training records were maintained. The facility is responsible for identifying all hazardous materials, to include hazardous wastes, which are above disclosure thresholds. If there is a change in the type or amount of chemicals that are maintained on site, please submit revised documents (electronically)within 30 days of the change.
Eval Division:	Los Angeles City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS,
Eval General Type:	Other/Unknown
Eval Date:	09-23-2019
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	CERS REVIEW AND ALL VIOLATIONS CLEARED FOR 1748 WEST JEFFERSON.
Eval Division:	Los Angeles City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS,
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	07-02-2014
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS,

FOOD 4 LESS #359 (Continued) **S123499656**

Affiliation:

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680,

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	P.O. Box 54143
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90054-0143
Affiliation Phone:	,

Affiliation Type Desc:	Identification Signer
Entity Name:	Matthew Eaton
Entity Title:	Manager Environmental Affairs
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Legal Owner
Entity Name:	Ralphs Grocery Company
Entity Title:	Not reported
Affiliation Address:	P.O. Box 54143
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90054-0143
Affiliation Phone:	(310) 884-9000,

Affiliation Type Desc:	Operator
Entity Name:	Ralphs Grocery Company
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(310) 884-9000,

Affiliation Type Desc:	Parent Corporation
Entity Name:	Ralphs Grocery Company
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported

FOOD 4 LESS #359 (Continued) **S123499656**

Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Document Preparer
Entity Name:	Ralphs Grocery Company
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Environmental Contact
Entity Name:	Matthew Eaton
Entity Title:	Not reported
Affiliation Address:	P.O. Box 54143
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90054-0143
Affiliation Phone:	,
Affiliation Type Desc:	Property Owner
Entity Name:	Kroger Company
Entity Title:	Not reported
Affiliation Address:	P.O. Box 54143
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90054-0143
Affiliation Phone:	(310) 884-9000,

B46 **UST** **U004302131**
SSW **3401 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.073 mi.
385 ft. **Site 19 of 19 in cluster B**

Relative: LOS ANGELES UST:
Lower

Name:	Not reported
Address:	3401 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

Actual:
158 ft.

C47 **PIRRY'S SERVICE** **HAZMAT** **S124814817**
North **2934 S WESTERN AVE** **HWTS** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.081 mi.
428 ft. **Site 6 of 10 in cluster C**

Relative: **Higher**
Actual: **167 ft.**

LOS ANGELES HM:

Name:	RIVERA MECHANIC SHOP
Address:	2934 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0030249
Last Run Date:	01/13/2022
Status:	ACTIVE

HWTS:

Name:	PIRRY'S SERVICE
Address:	2934 S WESTERN AVE
Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90018
EPA ID:	CAL000170653
Inactive Date:	06/30/2002
Create Date:	11/16/1998
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	2934 S WESTERN AVE
Mailing Address 2:	Not reported
Mailing City,State,Zip:	LOS ANGELES, CA 900180000
Owner Name:	JULIO FRANCO
Owner Address:	2934 S WESTERN AVE
Owner Address 2:	Not reported
Owner City,State,Zip:	LOS ANGELES, CA 900180000
Contact Name:	JULIO FRANCO-OWNER
Contact Address:	2934 S WESTERN AVE
Contact Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 900180000
Facility Status:	Inactive
Facility Type:	PERMANENT
Category:	STATE
Latitude:	34.027999
Longitude:	-118.30892

C48 **JOHNSON'S AUTO REPAIR** **SWEEPS UST** **S101587881**
North **2934 S WESTERN AVE** **CA FID UST** **N/A**
< 1/8 **LA, CA 90006**
0.081 mi.
428 ft. **Site 7 of 10 in cluster C**

Relative: **Higher**
Actual: **167 ft.**

SWEEPS UST:

Name:	JOHNSON'S AUTO REPAIR
Address:	2934 S WESTERN AVE
City:	LA
Status:	Not reported
Comp Number:	5631
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

JOHNSON'S AUTO REPAIR (Continued) **S101587881**

SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19056099
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2127337818
Mail To: Not reported
Mailing Address: 2934 S WESTERN BLVD (THRU
Mailing Address 2: Not reported
Mailing City,St,Zip: LA 900060000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

C49 **A & R AUTO SERVICE** **HAZNET** **S113118571**
NNW **2925 S WESTERN AVE** **HAZMAT** **N/A**
< 1/8 **LOS ANGELES, CA 90018** **HWTS**
0.089 mi.
468 ft. **Site 8 of 10 in cluster C**

Relative:
Higher

Actual:
167 ft.

HAZNET:
Name: A & R AUTO SERVICE
Address: 2925 S WESTERN AVE
Address 2: Not reported
City,State,Zip: LOS ANGELES, CA 90018
Contact: RALPH HILL
Telephone: 3237322171
Mailing Name: Not reported
Mailing Address: 2925 S WESTERN AVE

Year: 2007
Gepaid: CAL000249791
TSD EPA ID: CAD981696420
CA Waste Code: 135 - Unspecified aqueous solution
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 2.52

Year: 2007
Gepaid: CAL000249791
TSD EPA ID: CAD981696420
CA Waste Code: 221 - Waste oil and mixed oil
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No

A & R AUTO SERVICE (Continued) **S113118571**

	Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	1.9

Additional Info:

Year:	2007
Gen EPA ID:	CAL000249791
Shipment Date:	20070724
Creation Date:	12/28/2007 18:31:22
Receipt Date:	20070725
Manifest ID:	003047085JJK
Trans EPA ID:	CAL912823785
Trans Name:	BLACK STAR OIL COMPANY INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981696420
Trans Name:	EVERGREEN ENVIRONMENTAL SERVICES
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	135 - Unspecified aqueous solution
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	2.52
Waste Quantity:	600
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20070724
Creation Date:	12/28/2007 18:31:22
Receipt Date:	20070725
Manifest ID:	003047084JJK
Trans EPA ID:	CAL912823785
Trans Name:	BLACK STAR OIL COMPANY INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981696420
Trans Name:	EVERGREEN ENVIRONMENTAL SERVICES
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	1.9
Waste Quantity:	500
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

A & R AUTO SERVICE (Continued) **S113118571**

LOS ANGELES HM:

Name:	A & R AUTO SERVICE
Address:	2925 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0028911
Last Run Date:	01/13/2022
Status:	INACTIVE

HWTS:

Name:	A & R AUTO SERVICE
Address:	2925 S WESTERN AVE
Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90018
EPA ID:	CAL000249791
Inactive Date:	06/30/2003
Create Date:	04/11/2002
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	2925 S WESTERN AVE
Mailing Address 2:	Not reported
Mailing City,State,Zip:	LOS ANGELES, CA 90018
Owner Name:	RALPH HILL
Owner Address:	2925 S WESTERN AVE
Owner Address 2:	Not reported
Owner City,State,Zip:	LOS ANGELES, CA 90018
Contact Name:	RALPH HILL
Contact Address:	2925 S WESTERN AVE
Contact Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90018
Facility Status:	Inactive
Facility Type:	PERMANENT
Category:	STATE
Latitude:	34.028647
Longitude:	-118.308946

NAICS:

EPA ID:	CAL000249791
Create Date:	2002-04-11 09:55:06.873
NAICS Code:	811111
NAICS Description:	General Automotive Repair
Issued EPA ID Date:	2002-04-11 09:55:06.82700
Inactive Date:	2003-06-30 00:00:00
Facility Name:	A & R AUTO SERVICE
Facility Address:	2925 S WESTERN AVE
Facility Address 2:	Not reported
Facility City:	LOS ANGELES
Facility County:	Not reported
Facility State:	CA
Facility Zip:	90018

C50 **A & R AUTO SERVICE** **UST** **U004307061**
NNW **2925 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.089 mi.
468 ft. **Site 9 of 10 in cluster C**

Relative: **Higher**

Actual: **167 ft.**

LOS ANGELES UST:

Name:	A & R AUTO SERVICE
Address:	2925 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0028911
Last Run Date:	01/13/2022
Status:	INACTIVE

C51 **BANDLE E C** **EDR Hist Auto** **1009077438**
NNW **2925 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.089 mi.
468 ft. **Site 10 of 10 in cluster C**

Relative: **Higher**

Actual: **167 ft.**

EDR Hist Auto

Year:	Name:	Type:
1929	SUMMERS GADWA SERVICE STATION	GASOLINE AND OIL SERVICE STATION
1929	VAN NOYS C V	GASOLINE AND OIL SERVICE STATION
1933	HELDT A H	GASOLINE AND OIL SERVICE STATIONS
1933	BANDLE E C	AUTOMOBILE REPAIRING
1937	STATHES WM	GASOLINE AND OIL SERVICE STATIONS
1942	KIPLING ALBT	AUTOMOBILE REPAIRING
1942	SIRKIN DAVID	GASOLINE AND OIL SERVICE STATIONS
1969	BUSTERS INDEPENDENT V W REPAIR	General Automotive Repair Shops
1970	BUSTERS INDEPENDENT V W REPAIR	General Automotive Repair Shops
1971	BUSTERS INDEPENDENT V W REPAIR	General Automotive Repair Shops
1972	BUSTERS INDEPENDENT V W REPAIR	General Automotive Repair Shops
1973	BUSTERS INDEPENDENT V W REPAIR	General Automotive Repair Shops
1974	BUSTERS INDEPENDENT V W REPAIR	General Automotive Repair Shops
1975	BUSTERS INDEPENDENT V W REPAIR	General Automotive Repair Shops
1976	BUSTERS INDEPENDENT V W REPAIR	General Automotive Repair Shops
1977	BUSTERS INDEPENDENT V W REPAIR	General Automotive Repair Shops
1987	NO	General Automotive Repair Shops
1988	NO	General Automotive Repair Shops
1989	NO	General Automotive Repair Shops
1990	BUSTERS	General Automotive Repair Shops
1991	BUSTERS	General Automotive Repair Shops
1992	BUSTERS VOLKSWAGON	General Automotive Repair Shops
1996	A&R AUTO SERVICE	General Automotive Repair Shops
1997	A&R AUTO SERVICE	General Automotive Repair Shops
1998	A&R AUTO SERVICE	General Automotive Repair Shops
1999	A&R AUTO SERVICE	General Automotive Repair Shops
2000	A & R AUTO SERVICE	General Automotive Repair Shops
2001	A & R AUTO SERVICE	General Automotive Repair Shops
2002	A & R AUTO SERVICE	General Automotive Repair Shops
2003	A & R AUTO SERVICE	General Automotive Repair Shops
2004	A & R AUTO SERVICE	General Automotive Repair Shops
2005	A & R AUTO SERVICE	General Automotive Repair Shops
2006	A & R AUTO SERVICE	General Automotive Repair Shops
2007	A & R AUTO SERVICE	General Automotive Repair Shops

52 WNW < 1/8 0.102 mi. 539 ft. **ANDRE MIYAO**
2050 W 30TH STREET
LOS ANGELES, CA 90018

RCRA NonGen / NLR **1024750984 CAC002970774**

Relative: Higher

Actual: 164 ft.

RCRA NonGen / NLR:

Date Form Received by Agency:		20180713
Handler Name:	ANDRE MIYAO	
Handler Address:		2050 W 30TH STREET
Handler City,State,Zip:		LOS ANGELES, CA 90018
EPA ID:		CAC002970774
Contact Name:		ANDRE MIYAO
Contact Address:		2050 W 30TH STREET
Contact City,State,Zip:		LOS ANGELES, CA 90018
Contact Telephone:		310-210-0731
Contact Fax:		Not reported
Contact Email:		ANDREMIYAO@GMAIL.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Handler Activities
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		2050 W 30TH STREET
Mailing City,State,Zip:		LOS ANGELES, CA 90018
Owner Name:	ANDRE MIYAO	
Owner Type:		Other
Operator Name:	ANDRE MIYAO	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		Yes
Universal Waste Destination Facility:		Yes
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported

ANDRE MIYAO (Continued) **1024750984**

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20180830
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name: ANDRE MIYAO	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2050 W 30TH STREET
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90018
Owner/Operator Telephone:	310-210-0731
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: ANDRE MIYAO	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2050 W 30TH STREET
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90018
Owner/Operator Telephone:	310-210-0731
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

ANDRE MIYAO (Continued) **1024750984**

Historic Generators:
Receive Date: 20180713
Handler Name: ANDRE MIYAO
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

E53 **HOFFMAN P T** **EDR Hist Auto** **1009078673**
South **3400 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.109 mi.
577 ft. **Site 1 of 19 in cluster E**

Relative: EDR Hist Auto
Lower

Actual: **157 ft.**

Year:	Name:	Type:
1929	HOFFMAN P T	GASOLINE AND OIL SERVICE STATION
1933	HERNANDES H J	GASOLINE AND OIL SERVICE STATIONS
1937	BARGER J J	GASOLINE AND OIL SERVICE STATIONS

E54 **HARRISON DICK** **EDR Hist Auto** **1009078270**
South **3408 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.110 mi.
581 ft. **Site 2 of 19 in cluster E**

Relative: EDR Hist Auto
Lower

Actual: **157 ft.**

Year:	Name:	Type:
1924	KOFFARD BROCKBANK	AUTOMOBILE REPAIRING
1929	HARRISON DICK	AUTOMOBILE REPAIRING AND SERVICE STATIONS
1937	CORZATT FRED	AUTOMOBILE REPAIRING
1942	CORZATT FRED	AUTOMOBILE REPAIRING

D55 **FIELDS B B** **EDR Hist Cleaner** **1009192413**
SE **1718 W JEFFERSON BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.112 mi.
591 ft. **Site 2 of 2 in cluster D**

Relative: EDR Hist Cleaner
Lower

Actual:
161 ft.

Year:	Name:	Type:
1937	FIELDS EFFIE MRS	LAUNDRIES HAND
1942	FIELDS B B	LAUNDRIES HAND

E56 **STATION 056** **SWEEPS UST** **S101617211**
South **3423 S WESTERN AVE** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90018** **HAZMAT**
0.112 mi.
593 ft. **Site 3 of 19 in cluster E**

Relative: SWEEPS UST:
Lower

Actual:
156 ft.

Name:	STATION 056
Address:	3423 S WESTERN AVE
City:	LOS ANGELES
Status:	Active
Comp Number:	1964
Number:	1
Board Of Equalization:	44-011268
Referral Date:	09-22-93
Action Date:	04-07-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-001964-000001
Tank Status:	A
Capacity:	10000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	3

Name:	STATION 056
Address:	3423 S WESTERN AVE
City:	LOS ANGELES
Status:	Active
Comp Number:	1964
Number:	1
Board Of Equalization:	44-011268
Referral Date:	09-22-93
Action Date:	04-07-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-001964-000002
Tank Status:	A
Capacity:	10000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Name:	STATION 056

STATION 056 (Continued) **S101617211**

Address:	3423 S WESTERN AVE
City:	LOS ANGELES
Status:	Active
Comp Number:	1964
Number:	1
Board Of Equalization:	44-011268
Referral Date:	09-22-93
Action Date:	04-07-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-001964-000003
Tank Status:	A
Capacity:	10000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19055449
Regulated By:	UTNKA
Regulated ID:	00034272
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2139275339
Mail To:	Not reported
Mailing Address:	12739 LAKEWOOD BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900180000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

LOS ANGELES HM:

Name:	P & M SERVICE STATION #973
Address:	3423 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0003703
Last Run Date:	01/13/2022
Status:	INACTIVE

E57 **SAVE MORE CLEANERS** **EDR Hist Cleaner** **1020081755**
South **3423-25 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.112 mi.
593 ft. **Site 4 of 19 in cluster E**

Relative: EDR Hist Cleaner
Lower

Actual: **156 ft.**

Year:	Name:	Type:
1974	SAVE MORE CLEANERS	Drycleaning Plants, Except Rugs
1975	SAVE MORE CLEANERS	Drycleaning Plants, Except Rugs

SAVE MORE CLEANERS (Continued) **1020081755**

1976	SAVE MORE CLEANERS	Drycleaning Plants, Except Rugs
1977	SAVE MORE CLEANERS	Drycleaning Plants, Except Rugs
1978	SAVE MORE CLEANERS	Drycleaning Plants, Except Rugs
1979	SAVE MORE CLEANERS	Drycleaning Plants, Except Rugs
1979	SAVE MORE CLEANERS	Drycleaning Plants, Except Rugs
1980	SAVE MORE CLEANERS	Drycleaning Plants, Except Rugs
1982	SAVE MORE CLEANERS	Drycleaning Plants, Except Rugs
1983	SAVE MORE CLEANERS	Drycleaning Plants, Except Rugs

E58 **STATION 056** **HIST UST** **U001560789**
South **3423 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.112 mi.
593 ft. **Site 5 of 19 in cluster E**

Relative: **Lower**

Actual: **156 ft.**

HIST UST:

Name:	STATION 056
Address:	3423 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
File Number:	000269B4
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000269B4.pdf
Region:	STATE
Facility ID:	00000034272
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	2139275339
Owner Name:	CALIFORNIA TARGET ENTERPRISES
Owner Address:	12739 LAKEWOOD BLVD.
Owner City,St,Zip:	DOWNEY, CA 90242
Total Tanks:	0003
Tank Num:	001
Container Num:	56-1
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	56-2
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:	003
Container Num:	56-3
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	WASTE
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

STATION 056 (Continued) **U001560789**

Click here for Geo Tracker PDF:

E59 **P & M SERVICE STATION #973** **UST** **U003941005**
South **3423 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.112 mi.
593 ft. **Site 6 of 19 in cluster E**

Relative: **Lower**
Actual: **156 ft.**

UST:

Name:	P/M SERVICE STATION #973
Address:	3423 S WESTERN AVE # 973
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	25159
Permitting Agency:	LOS ANGELES, CITY OF
CERSID:	Not reported
Latitude:	34.02443
Longitude:	-118.30891

LOS ANGELES UST:

Name:	P & M SERVICE STATION #973
Address:	3423 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0003703
Last Run Date:	01/13/2022
Status:	INACTIVE

E60 **ROCKET CLEANERS & LAUNDRY** **DRYCLEANERS** **S121694368**
South **3425 S WESTERN AVE** **HWTS** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.112 mi.
594 ft. **Site 7 of 19 in cluster E**

Relative: **Lower**
Actual: **156 ft.**

DRYCLEAN SOUTH COAST:

Name:	ROCKET CLEANERS & LAUNDRY
Address:	3425 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	12052
Application Number:	C42059
Permit Number:	M27558
Status:	S
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	0
UTM North:	0
Application Date:	04/16/1982
PO Issue Date:	09/03/1982
NAICS Code:	Not reported
SIC Code:	7216

HWTS:

ROCKET CLEANERS & LAUNDRY (Continued) **S121694368**

Name:	ROCKET CLEANERS & LAUNDRY
Address:	3425 S WESTERN AVE
Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90018
EPA ID:	CAD981962483
Inactive Date:	01/01/1995
Create Date:	07/03/1987
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	3425 S WESTERN AVE
Mailing Address 2:	Not reported
Mailing City,State,Zip:	LOS ANGELES, CA 900180000
Owner Name:	Not reported
Owner Address:	Not reported
Owner Address 2:	Not reported
Owner City,State,Zip:	Not reported
Contact Name:	INACT SURVEY 94
Contact Address:	Not reported
Contact Address 2:	Not reported
City,State,Zip:	Not reported
Facility Status:	Inactive
Facility Type:	PERMANENT
Category:	STATE
Latitude:	34.025356
Longitude:	-118.308908

E61 **ROCKET CLEANERS** **UST** **U003780495**
South **3425 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.112 mi.
594 ft. **Site 8 of 19 in cluster E**

Relative: **Lower**

Actual: **156 ft.**

UST:

Name:	FAST SAVE
Address:	3425 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	24058
Permitting Agency:	LOS ANGELES, CITY OF
CERSID:	Not reported
Latitude:	34.02443
Longitude:	-118.30891

LOS ANGELES UST:

Name:	ROCKET CLEANERS
Address:	3425 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0020447
Last Run Date:	01/13/2022
Status:	INACTIVE

E62 **ROCKET CLEANER** **DRYCLEANERS** **S121699712**
South **3425 S WESTERN AVE** **HWTS** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.112 mi.
594 ft. **Site 9 of 19 in cluster E**

Relative:
Lower

Actual:
156 ft.

DRYCLEAN SOUTH COAST:

Name:	ROCKET CLEANER
Address:	3425 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	81720
Application Number:	237914
Permit Number:	D35760
Status:	O
Representative Name:	IN HAENG LEE
Representative Telephone:	213 7379292
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	379.20001221
UTM North:	3765.5
Application Date:	09/19/1990
PO Issue Date:	01/29/1991
NAICS Code:	Not reported
SIC Code:	7216

HWTS:

Name:	ROCKET CLEANER
Address:	3425 S WESTERN AVE
Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90018
EPA ID:	CAL000043875
Inactive Date:	01/01/1995
Create Date:	02/15/1991
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	3425 S WESTERN AVE
Mailing Address 2:	Not reported
Mailing City,State,Zip:	LOS ANGELES, CA 900180000
Owner Name:	HAENG LEE IN
Owner Address:	Not reported
Owner Address 2:	Not reported
Owner City,State,Zip:	Not reported
Contact Name:	INACT SURVEY 94
Contact Address:	Not reported
Contact Address 2:	Not reported
City,State,Zip:	Not reported
Facility Status:	Inactive
Facility Type:	PERMANENT
Category:	STATE
Latitude:	34.025356
Longitude:	-118.308908

E63 **FAST SAVE** **SWEEPS UST** **S101585501**
South **3425 S WESTERN AVE** **CA FID UST** **N/A**
< 1/8 **LA, CA 90000**
0.112 mi.
594 ft. **Site 10 of 19 in cluster E**

Relative: **Lower**

Actual: **156 ft.**

SWEEPS UST:

Name:	FAST SAVE
Address:	3425 S WESTERN AVE
City:	LA
Status:	Active
Comp Number:	5632
Number:	9
Board Of Equalization:	Not reported
Referral Date:	09-22-93
Action Date:	09-22-93
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19024401
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2135672647
Mail To:	Not reported
Mailing Address:	3425 S WESTERN AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LA 900000000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

E64 **ROCKET CLEANERS & LAUNDRY** **EMI** **S103947366**
South **3425 S WESTERN AV** **HAZMAT** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.112 mi.
594 ft. **Site 11 of 19 in cluster E**

Relative: **Lower**

Actual: **156 ft.**

EMI:

Name:	ROCKET CLEANERS & LAUNDRY
Address:	3425 S WESTERN AV
City,State,Zip:	LOS ANGELES, CA 900180000
Year:	1987
County Code:	19
Air Basin:	SC

ROCKET CLEANERS & LAUNDRY (Continued) **S103947366**

Facility ID:	12052
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ROCKET CLEANERS & LAUNDRY
Address:	3425 S WESTERN AV
City,State,Zip:	LOS ANGELES, CA 900180000
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	12052
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

LOS ANGELES HM:

Name:	ROCKET CLEANERS
Address:	3425 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0020447
Last Run Date:	01/13/2022
Status:	INACTIVE

E65 **ROCKET WESTERN** **EDR Hist Cleaner** **1018851024**
South **3425 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90018**
0.112 mi.
594 ft. **Site 12 of 19 in cluster E**

Relative: EDR Hist Cleaner
Lower

Actual: **156 ft.**

Year:	Name:	Type:
1971	ARCHIES 1 HOUR CLEANERS	Drycleaning Plants, Except Rugs
1978	ROCKET WESTERN	Drycleaning Plants, Except Rugs
1979	ROCKET WESTERN	Drycleaning Plants, Except Rugs
1980	ROCKET WESTERN	Drycleaning Plants, Except Rugs
1982	ROCKET WESTERN	Drycleaning Plants, Except Rugs
1982	ROCKET CLEANERS	Drycleaning Plants, Except Rugs

ROCKET WESTERN (Continued) **1018851024**

1983	ROCKET CLEANERS	Drycleaning Plants, Except Rugs
1983	ROCKET WESTERN	Drycleaning Plants, Except Rugs
1985	ROCKET CLEANERS	Drycleaning Plants, Except Rugs
1986	ROCKET CLEANERS	Drycleaning Plants, Except Rugs
1987	ROCKET CLEANERS	Drycleaning Plants, Except Rugs
1988	ROCKET CLEANERS	Drycleaning Plants, Except Rugs
1989	ROCKET CLEANERS	Drycleaning Plants, Except Rugs
1989	DOWNING WILLIS CLEANERS	Drycleaning Plants, Except Rugs, NEC
1990	DOWNING WILLIS CLEANERS	Drycleaning Plants, Except Rugs, NEC
1990	ROCKET CLEANERS	Drycleaning Plants, Except Rugs
1991	DOWNING WILLIS CLEANERS	Drycleaning Plants, Except Rugs, NEC
1991	ROCKET CLEANERS	Drycleaning Plants, Except Rugs
1992	DOWNING WILLIS CLEANERS	Drycleaning Plants, Except Rugs, NEC
1993	DOWNING WILLIS CLEANERS	Drycleaning Plants, Except Rugs, NEC

E66 **UST** **U004302183**
South **3500 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.118 mi.
624 ft. **Site 13 of 19 in cluster E**

Relative: LOS ANGELES UST:
Lower

Name:	Not reported
Address:	3500 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

Actual:
156 ft.

E67 **SMITH H J** **EDR Hist Auto** **1009078962**
South **3500 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.118 mi.
624 ft. **Site 14 of 19 in cluster E**

Relative: EDR Hist Auto
Lower

Actual:
156 ft.

Year:	Name:	Type:
1924	SMITH H J	AUTOMOBILE SERVICE STATIONS
1929	SMITH H J	GASOLINE AND OIL SERVICE STATION
1937	MARTIN R S	GASOLINE AND OIL SERVICE STATIONS

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68 **TRIPALINK CORPORATION** **RCRA NonGen / NLR** **1027201101**
SSE **1654 WEST 35TH STREET** **CAC003164875**
< 1/8 **LOS ANGELES, CA 90018**
0.119 mi.
630 ft.

Relative: RCRA NonGen / NLR:
Lower

Date Form Received by Agency:		20220304
Handler Name:	TRIPALINK CORPORATION	
Handler Address:		1654 WEST 35TH STREET
Handler City,State,Zip:		LOS ANGELES, CA 90018
EPA ID:		CAC003164875
Contact Name:		XU ZHANG

Actual:
158 ft.

TRIPALINK CORPORATION (Continued) **1027201101**

Contact Address:		2905 S VERMONT AVENUE
Contact City,State,Zip:		LOS ANGELES, CA 90007
Contact Telephone:		213-910-4388
Contact Fax:		Not reported
Contact Email:		JIE.LIU@TRIPALINK.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		2905 S VERMONT AVENUE
Mailing City,State,Zip:		LOS ANGELES, CA 90007
Owner Name:	TRIPALINK CORPORATION	
Owner Type:		Other
Operator Name:	XU ZHANG	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported
Permit Workload Universe:		Not reported
Permit Progress Universe:		Not reported
Post-Closure Workload Universe:		Not reported
Closure Workload Universe:		Not reported
202 GPRA Corrective Action Baseline:		No
Corrective Action Workload Universe:		No
Subject to Corrective Action Universe:		No
Non-TSDFs Where RCRA CA has Been Imposed Universe:		No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:		No
TSDFs Only Subject to CA under Discretionary Auth Universe:		No
Corrective Action Priority Ranking:		No NCAPS ranking

TRIPALINK CORPORATION (Continued) **1027201101**

Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20220308
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: TRIPALINK CORPORATION	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2905 S VERMONT AVENUE
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90007
Owner/Operator Telephone:	213-910-4388
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: XU ZHANG	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2905 S VERMONT AVENUE
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90007
Owner/Operator Telephone:	213-910-4388
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20220304
Handler Name: TRIPALINK CORPORATION	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No

TRIPALINK CORPORATION (Continued) **1027201101**

Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

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69 **RIPLEY MYRTLE O** **EDR Hist Cleaner** **1009187543**
North **2914 S WESTERN AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.122 mi.
643 ft.

Relative: EDR Hist Cleaner
Higher

Actual:
170 ft.

Year:	Name:	Type:
1929	RIPLEY MYRTLE O	CLOTHES PRESSERS CLEANERS AND REPAIRERS
1929	RIPLEY MYRTLE O	CLOTHES PRESSERS CLEANERS AND REPAIRERS
1933	JANUS ANTHONY	CLOTHES PRESSERS AND CLEANERS

F70 **TRIPALINK CORPORATION** **RCRA NonGen / NLR** **1027075808**
ESE **1712 JEFFERSON BOULEVARD** **CAC003147565**
1/8-1/4 **LOS ANGELES, CA 90018**
0.126 mi.
665 ft. **Site 1 of 4 in cluster F**

Relative: RCRA NonGen / NLR:
Lower

Actual:
161 ft.

Date Form Received by Agency:		20211109
Handler Name:	TRIPALINK CORPORATION	
Handler Address:		1712 JEFFERSON BOULEVARD
Handler City,State,Zip:		LOS ANGELES, CA 90018
EPA ID:		CAC003147565
Contact Name:		XU ZHANG
Contact Address:		2905 SOUTH VERMONT AVENUE
Contact City,State,Zip:		LOS ANGELES, CA 90007
Contact Telephone:		213-910-4388
Contact Fax:		Not reported
Contact Email:		JIE.LIU@TRIPALINK.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported

TRIPALINK CORPORATION (Continued) **1027075808**

State District:		Not reported
Mailing Address:		2905 SOUTH VERMONT AVENUE
Mailing City,State,Zip:		LOS ANGELES, CA 90007
Owner Name:	TRIPALINK CORPORATION	
Owner Type:		Other
Operator Name:	XU ZHANG	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported
Permit Workload Universe:		Not reported
Permit Progress Universe:		Not reported
Post-Closure Workload Universe:		Not reported
Closure Workload Universe:		Not reported
202 GPRA Corrective Action Baseline:		No
Corrective Action Workload Universe:		No
Subject to Corrective Action Universe:		No
Non-TSDFs Where RCRA CA has Been Imposed Universe:		No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:		No
TSDFs Only Subject to CA under Discretionary Auth Universe:		No
Corrective Action Priority Ranking:		No NCAPS ranking
Environmental Control Indicator:		No
Institutional Control Indicator:		No
Human Exposure Controls Indicator:		N/A
Groundwater Controls Indicator:		N/A
Operating TSDF Universe:		Not reported
Full Enforcement Universe:		Not reported
Significant Non-Complier Universe:		No
Unaddressed Significant Non-Complier Universe:		No
Addressed Significant Non-Complier Universe:		No
Significant Non-Complier With a Compliance Schedule Universe:		No
Financial Assurance Required:		Not reported
Handler Date of Last Change:		20211109
Recognized Trader-Importer:		No
Recognized Trader-Exporter:		No

TRIPALINK CORPORATION (Continued) **1027075808**

Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: TRIPALINK CORPORATION	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2905 SOUTH VERMONT AVENUE
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90007
Owner/Operator Telephone:	213-910-4388
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name: XU ZHANG	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2905 SOUTH VERMONT AVENUE
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90007
Owner/Operator Telephone:	213-910-4388
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20211109
Handler Name: TRIPALINK CORPORATION	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No

List of NAICS Codes and Descriptions:

NAICS Code:	56299
NAICS Description:	ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

F71
ESE
1/8-1/4
0.126 mi.
665 ft.

TRIPALINK CORPORATION
1712 JEFFERSON BLVD
LOS ANGELES, CA 90018

Site 2 of 4 in cluster F

RCRA NonGen / NLR | **1027074553** | **CAC003146244**

Relative:
Lower

Actual:
161 ft.

RCRA NonGen / NLR:

Date Form Received by Agency:		20211101
Handler Name:	TRIPALINK CORPORATION	
Handler Address:		1712 JEFFERSON BLVD
Handler City,State,Zip:		LOS ANGELES, CA 90018
EPA ID:		CAC003146244
Contact Name:		XU ZHANG
Contact Address:		2905 SOUTH VERMONT AVENUE
Contact City,State,Zip:		LOST ANGELES, CA 90007
Contact Telephone:		213-910-4388
Contact Fax:		Not reported
Contact Email:		JIE.LIU@TRIPALINK.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		2905 SOUTH VERMONT AVENUE
Mailing City,State,Zip:		LOST ANGELES, CA 90007
Owner Name:	TRIPALINK CORPORATION	
Owner Type:		Other
Operator Name:	XU ZHANG	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported

TRIPALINK CORPORATION (Continued) **1027074553**

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20211101
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: TRIPALINK CORPORATION	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2905 SOUTH VERMONT AVENUE
Owner/Operator City,State,Zip:	LOST ANGELES, CA 90007
Owner/Operator Telephone:	213-910-4388
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: XU ZHANG	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2905 SOUTH VERMONT AVENUE
Owner/Operator City,State,Zip:	LOST ANGELES, CA 90007
Owner/Operator Telephone:	213-910-4388
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

TRIPALINK CORPORATION (Continued) **1027074553**

Historic Generators:
Receive Date: 20211101
Handler Name: TRIPALINK CORPORATION
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

E72 **WATANABE NURSERY** **HAZMAT** **S123546363**
South **3530 S WESTERN AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90018**
0.144 mi.
760 ft. **Site 15 of 19 in cluster E**

Relative: **Lower**
Actual: **156 ft.**

LOS ANGELES HM:
Name: WATANABE NURSERY
Address: 3530 S WESTERN AVE
City,State,Zip: LOS ANGELES, CA 90018
Facility ID: FA0015513
Last Run Date: 01/13/2022
Status: INACTIVE

E73 **ANZEN GARAGE** **SWEEPS UST** **S101587882**
South **3534 S WESTERN AVE** **CA FID UST** **N/A**
1/8-1/4 **LA, CA 90000**
0.153 mi.
809 ft. **Site 16 of 19 in cluster E**

Relative: **Lower**
Actual: **155 ft.**

SWEEPS UST:
Name: ANZEN GARAGE
Address: 3534 S WESTERN AVE
City: LA
Status: Not reported
Comp Number: 5633
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported

ANZEN GARAGE (Continued) **S101587882**

Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19056100
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137330273
Mail To:	Not reported
Mailing Address:	3534 S WESTERN AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LA 900000000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

E74 **ANZEN GARAGE** **CERS HAZ WASTE** **S123537384**
South **3534 S WESTERN AVE** **HAZMAT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90018**
0.153 mi.
809 ft. **Site 17 of 19 in cluster E**

Relative:
Lower

Actual:
155 ft.

CERS HAZ WASTE:

Name:	EL AGUILA MIGUELENA
Address:	3534 S WESTERN AVE UN A
City,State,Zip:	LOS ANGELES, CA 90018
Site ID:	27672
CERS ID:	10251088
CERS Description:	Hazardous Waste Generator

Violations:

Site ID:	27672
Site Name:	EL AGUILA MIGUELENA
Violation Date:	11-02-2015
Citation:	22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description:	Failure to properly label hazardous waste accumulation containers with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes:	Returned to compliance on 11/02/2015. OBSERVATION: Four 55 gallon drums with used oil are not labeled.. All hazardous waste containers shall be marked with the following information: 1) the words Hazardous

ANZEN GARAGE (Continued) **S123537384**

Waste ; 2) name and address of generator; 3) hazardous properties; 4) physical state; 5) composition (contents); 6) accumulation start date. The four drums above were properly labeled during the inspection. Violation abated. CORRECTIVE ACTION: Immediately label these containers and ensure that all hazardous waste containers are marked with all the required information.

Violation Division: Los Angeles County Fire Department
Violation Program: HW
Violation Source: CERS,

Site ID: 27672
Site Name: EL AGUILA MIGUELENA
Violation Date: 05-10-2021
Citation: 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)
Violation Description: Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.
Violation Notes: Returned to compliance on 01/12/2022. OBSERVATION: Owner/Operator failed to maintain hazardous waste disposal records available for review. Per employee, receipts are in the possession of owner. CORRECTIVE ACTION: Obtain three years of disposal records for hazardous waste and maintain available for inspection during operating hours.
Violation Division: Los Angeles County Fire Department
Violation Program: HW
Violation Source: CERS,

Site ID: 27672
Site Name: EL AGUILA MIGUELENA
Violation Date: 10-26-2018
Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description: Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes: Returned to compliance on 03/28/2019. OBSERVATION: Four 55-gallon drums of used oil located in the hazardous waste storage shed were observed without hazardous waste labels attached. CORRECTIVE ACTION: Submit photos to the CUPA demonstrating that the container listed above has been properly labeled.
Violation Division: Los Angeles County Fire Department
Violation Program: HW
Violation Source: CERS,

Site ID: 27672
Site Name: EL AGUILA MIGUELENA
Violation Date: 10-26-2018
Citation: HSC 6.5 25250.22 - California Health and Safety Code, Chapter 6.5, Section(s) 25250.22
Violation Description: Failure to properly manage used oil and/or fuel filters in accordance with the requirements.
Violation Notes: Returned to compliance on 03/28/2019. OBSERVATION: Bills of lading for

ANZEN GARAGE (Continued) **S123537384**

used oil and fuel filters were not available at the time of inspection. Observed 55-gallon drum of used filters stored at hazardous waste storage shed. CORRECTIVE ACTION: Obtain copies of all bills of lading for used oil and fuel filters for the past three years and submit copies to the CUPA.

Violation Division: Los Angeles County Fire Department
Violation Program: HW
Violation Source: CERS,

Site ID: 27672
Site Name: EL AGUILA MIGUELENA
Violation Date: 10-26-2018
Citation: 22 CCR 12 66262.12 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.12
Violation Description: Failure to obtain an Identification Number prior to treating, storing, disposing of, transporting or offering for transportation any hazardous waste.
Violation Notes: Returned to compliance on 03/28/2019. OBSERVATION: The generator has not obtained an active EPA ID number to manage hazardous waste. A hazardous waste generator shall not treat, store, dispose of, transport or offer for transportation, hazardous waste without an active EPA ID number. Observed EPA ID being used is for previous facility location. CORRECTIVE ACTION: Submit documentation to the CUPA demonstrating that you have obtained an EPA ID number.
Violation Division: Los Angeles County Fire Department
Violation Program: HW
Violation Source: CERS,

Site ID: 27672
Site Name: EL AGUILA MIGUELENA
Violation Date: 11-02-2015
Citation: HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description: Haz Waste Generator Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 10/26/2018. OBSERVATION: The Owner/Operator failed to obtain or no longer has an active hazardous waste generator permit. Per L.A. City CUPA Billing Unit, this business has not paid fees since 2009. CORRECTIVE ACTION: The Owner/Operator shall immediately apply to receive a new or renewed hazardous waste generator permit and maintain that permit as active as long as the facility is in operation and continues to generate hazardous waste. Every person, business, or business concern within the jurisdiction of the LACoCUPA and subject to the requirements of one or more of the program elements shall be required to pay the applicable annual fees and any applicable late payment penalty and apply for and obtain from the LACoCUPA a unified program facility permit for the program elements applicable to such facility prior to the commencement of any business or activity related to any of the program elements. Upon receipt of full payment from a unified program facility for all the fees, [Truncated]
Violation Division: Los Angeles County Fire Department
Violation Program: HW
Violation Source: CERS,

Site ID: 27672
Site Name: EL AGUILA MIGUELENA
Violation Date: 11-02-2015

ANZEN GARAGE (Continued) **S123537384**

Citation: 22 CCR 12 66262.12 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.12
Violation Description: Failure to obtain and/or maintain an Active EPA ID.
Violation Notes: Returned to compliance on 10/26/2018. OBSERVATION: This facility does not have a valid EPA ID number to manage hazardous waste. A hazardous waste generator shall not treat, store, dispose of, transport or offer for transportation, hazardous waste without an EPA ID number. The EPA ID # being used is not valid for this address. CAL000255329 is inactive in HWTS is for a different address. CORRECTIVE ACTION: Immediately obtain an EPA ID number through DTSC to manage hazardous waste and submit evidence to the CUPA by 12/1/15.
Violation Division: Los Angeles County Fire Department
Violation Program: HW
Violation Source: CERS,

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 02-27-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-10-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Carlos Lopez Signature not collected at inspection due to COVID19 precautions
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 03-28-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Peter Lopez, Manager
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-26-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Peter Lopez, Owner
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-02-2015
Violations Found: Yes
Eval Type: Routine done by local agency

ANZEN GARAGE (Continued) **S123537384**

Eval Notes: Pedro Lopez the owner was present. Peter2Lopez@yahoo.com
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS,

Affiliation:
Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 3534 S WESTERN AVE UN A
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90018
Affiliation Phone: ,

Affiliation Type Desc: CUPA District
Entity Name: Los Angeles City Fire Department
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Room 1780
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90012
Affiliation Phone: (213) 978-3680,

Affiliation Type Desc: Parent Corporation
Entity Name: EL AGUILA MIGUELENA
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

LOS ANGELES HM:
Name: ANZEN GARAGE
Address: 3534 S WESTERN AVE
City,State,Zip: LOS ANGELES, CA 90018
Facility ID: FA0001658
Last Run Date: 01/13/2022
Status: INACTIVE

E75 **EL AGUILA MIGUELENA AUTO REPAIR** **RCRA NonGen / NLR** **1025872258**
South **3534 S WESTERN AVE STE C** **CAL000445379**
1/8-1/4 **LOS ANGELES, CA 90018**
0.153 mi.
809 ft. **Site 18 of 19 in cluster E**

Relative: **Lower**
Actual: **155 ft.**

RCRA NonGen / NLR:
Date Form Received by Agency: 20190419
Handler Name: EL AGUILA MIGUELENA AUTO REPAIR
Handler Address: 3534 S WESTERN AVE STE C
Handler City,State,Zip: LOS ANGELES, CA 90018
EPA ID: CAL000445379

EL AGUILA MIGUELENA AUTO REPAIR (Continued) **1025872258**

Contact Name:		PETER LOPEZ
Contact Address:		3534 S WESTERN AVE STE C
Contact City,State,Zip:		LOS ANGELES, CA 90018
Contact Telephone:		322-697-6337
Contact Fax:		Not reported
Contact Email:		PETER2LOPEZ@YAHOO.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Handler Activities
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		3534 S WESTERN AVE STE C
Mailing City,State,Zip:		LOS ANGELES, CA 90018
Owner Name:	PEDRO LOPEZ	
Owner Type:		Other
Operator Name:	PETER LOPEZ	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		Yes
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		Yes
Universal Waste Destination Facility:		Yes
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported
Permit Workload Universe:		Not reported
Permit Progress Universe:		Not reported
Post-Closure Workload Universe:		Not reported
Closure Workload Universe:		Not reported
202 GPRA Corrective Action Baseline:		No
Corrective Action Workload Universe:		No
Subject to Corrective Action Universe:		No
Non-TSDFs Where RCRA CA has Been Imposed Universe:		No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:		No
TSDFs Only Subject to CA under Discretionary Auth Universe:		No

EL AGUILA MIGUELENA AUTO REPAIR (Continued) **1025872258**

Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20190628
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name: PETER LOPEZ	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	3534 S WESTERN AVE STE C
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90018
Owner/Operator Telephone:	322-697-6337
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: PEDRO LOPEZ	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	3534 S WESTERN AVE STE C
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90018
Owner/Operator Telephone:	323-697-6333
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20190419
Handler Name: EL AGUILA MIGUELENA AUTO REPAIR	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No

EL AGUILA MIGUELENA AUTO REPAIR (Continued) **1025872258**

Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 811111
NAICS Description: GENERAL AUTOMOTIVE REPAIR

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

E76 **ANZEN GARAGE** **UST** **U004305433**
South **3534 S WESTERN AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90018**
0.153 mi.
809 ft. **Site 19 of 19 in cluster E**

Relative: LOS ANGELES UST:
Lower
Name: ANZEN GARAGE
Actual: Address: 3534 S WESTERN AVE
155 ft. City,State,Zip: LOS ANGELES, CA 90018
Facility ID: FA0001658
Last Run Date: 01/13/2022
Status: INACTIVE

F77 **UST** **U004300425**
ESE **1690 W JEFFERSON BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.157 mi.
829 ft. **Site 3 of 4 in cluster F**

Relative: LOS ANGELES UST:
Lower
Name: Not reported
Actual: Address: 1690 W JEFFERSON BLVD
162 ft. City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

F78 **TRIPALINK CORPORATION** **RCRA NonGen / NLR** **1027071684**
SE **1587 WEST 35TH STREET** **CAC003143217**
1/8-1/4 **LOS ANGELES, CA 90018**
0.177 mi.
935 ft. **Site 4 of 4 in cluster F**

Relative: **Lower**
Actual: **161 ft.**

RCRA NonGen / NLR:

Date Form Received by Agency:		20211012
Handler Name:	TRIPALINK CORPORATION	
Handler Address:		1587 WEST 35TH STREET
Handler City,State,Zip:		LOS ANGELES, CA 90018
EPA ID:		CAC003143217
Contact Name:		XU ZHANG
Contact Address:		2905 SOUTH VERMONT AVENUE
Contact City,State,Zip:		LOST ANGELES, CA 90007
Contact Telephone:		213-910-4388
Contact Fax:		Not reported
Contact Email:		JIE.LIU@TRIPALINK.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		2905 SOUTH VERMONT AVENUE
Mailing City,State,Zip:		LOST ANGELES, CA 90007
Owner Name:	TRIPALINK CORPORATION	
Owner Type:		Other
Operator Name:	XU ZHANG	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported

TRIPALINK CORPORATION (Continued) **1027071684**

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20211012
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: TRIPALINK CORPORATION	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2905 SOUTH VERMONT AVENUE
Owner/Operator City,State,Zip:	LOST ANGELES, CA 90007
Owner/Operator Telephone:	213-910-4388
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: XU ZHANG	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2905 SOUTH VERMONT AVENUE
Owner/Operator City,State,Zip:	LOST ANGELES, CA 90007
Owner/Operator Telephone:	213-910-4388
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

TRIPALINK CORPORATION (Continued) **1027071684**

Historic Generators:
- Receive Date: 20211012
- Handler Name: TRIPALINK CORPORATION
- Federal Waste Generator Description: Not a generator, verified
- State District Owner: Not reported
- Large Quantity Handler of Universal Waste: No
- Recognized Trader Importer: No
- Recognized Trader Exporter: No
- Spent Lead Acid Battery Importer: No
- Spent Lead Acid Battery Exporter: No
- Current Record: Yes
- Non Storage Recycler Activity: No
- Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
- NAICS Code: 56299
- NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
- Violations: No Violations Found

Evaluation Action Summary:
- Evaluations: No Evaluations Found

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79 **ESTHER KIM** **RCRA NonGen / NLR** **1026040417**
NE **2908 S HARVARD BLVD** **CAC003046519**
1/8-1/4 **LOS ANGELES, CA 90018**
0.178 mi.
938 ft.

Relative: **Higher**

Actual: **171 ft.**

RCRA NonGen / NLR:
- Date Form Received by Agency: 20191210
- Handler Name: ESTHER KIM
- Handler Address: 2908 S HARVARD BLVD
- Handler City,State,Zip: LOS ANGELES, CA 90018-3154
- EPA ID: CAC003046519
- Contact Name: ESTHER KIM
- Contact Address: 2908 S HARVARD BLVD
- Contact City,State,Zip: LOS ANGELES, CA 90018-3154
- Contact Telephone: 213-253-8923
- Contact Fax: Not reported
- Contact Email: CRISTAL.TEECOR@YAHOO.COM
- Contact Title: Not reported
- EPA Region: 09
- Land Type: Not reported
- Federal Waste Generator Description: Not a generator, verified
- Non-Notifier: Not reported
- Biennial Report Cycle: Not reported
- Accessibility: Not reported
- Active Site Indicator: Not reported
- State District Owner: Not reported
- State District: Not reported
- Mailing Address: 2908 S HARVARD BLVD
- Mailing City,State,Zip: LOS ANGELES, CA 90018-3154
- Owner Name: ESTHER KIM

ESTHER KIM (Continued) **1026040417**

Owner Type:		Other
Operator Name:	ESTHER KIM	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported
Permit Workload Universe:		Not reported
Permit Progress Universe:		Not reported
Post-Closure Workload Universe:		Not reported
Closure Workload Universe:		Not reported
202 GPRA Corrective Action Baseline:		No
Corrective Action Workload Universe:		No
Subject to Corrective Action Universe:		No
Non-TSDFs Where RCRA CA has Been Imposed Universe:		No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:		No
TSDFs Only Subject to CA under Discretionary Auth Universe:		No
Corrective Action Priority Ranking:		No NCAPS ranking
Environmental Control Indicator:		No
Institutional Control Indicator:		No
Human Exposure Controls Indicator:		N/A
Groundwater Controls Indicator:		N/A
Operating TSDF Universe:		Not reported
Full Enforcement Universe:		Not reported
Significant Non-Complier Universe:		No
Unaddressed Significant Non-Complier Universe:		No
Addressed Significant Non-Complier Universe:		No
Significant Non-Complier With a Compliance Schedule Universe:		No
Financial Assurance Required:		Not reported
Handler Date of Last Change:		20200210
Recognized Trader-Importer:		No
Recognized Trader-Exporter:		No
Importer of Spent Lead Acid Batteries:		No
Exporter of Spent Lead Acid Batteries:		No
Recycler Activity Without Storage:		No
Manifest Broker:		No

ESTHER KIM (Continued) **1026040417**

Sub-Part P Indicator: No

Handler - Owner Operator:
Owner/Operator Indicator: Owner
Owner/Operator Name: ESTHER KIM
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2908 S HARVARD BLVD
Owner/Operator City,State,Zip: LOS ANGELES, CA 90018-3154
Owner/Operator Telephone: 213-253-8923
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: ESTHER KIM
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2908 S HARVARD BLVD
Owner/Operator City,State,Zip: LOS ANGELES, CA 90018-3154
Owner/Operator Telephone: 213-253-8923
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20191210
Handler Name: ESTHER KIM
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

G80 **LIBERTAS COLLEGE PREPARATORY CHARTER** **RCRA NonGen / NLR** **1024775261**
South **3550 S. WESTERN AVENUE** **CAC002995188**
1/8-1/4 **LOS ANGELES, CA 90018**
0.189 mi.
1000 ft. **Site 1 of 4 in cluster G**

Relative: **Lower**
Actual: **155 ft.**

RCRA NonGen / NLR:

Date Form Received by Agency:		20190104
Handler Name:	LIBERTAS COLLEGE PREPARATORY CHARTER	
Handler Address:		3550 S. WESTERN AVENUE
Handler City,State,Zip:		LOS ANGELES, CA 90018
EPA ID:		CAC002995188
Contact Name:		HOPE FANG
Contact Address:		600 WILSHIRE BOULEVARD
Contact City,State,Zip:		LOS ANGELES, CA 90017
Contact Telephone:		213-542-4715
Contact Fax:		Not reported
Contact Email:		HOPE@PACIFICCHARTER.ORG
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Handler Activities
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		600 WILSHIRE BOULEVARD
Mailing City,State,Zip:		LOS ANGELES, CA 90017
Owner Name:	HOPE FANG	
Owner Type:		Other
Operator Name:	HOPE FANG	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		Yes
Universal Waste Destination Facility:		Yes
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported

LIBERTAS COLLEGE PREPARATORY CHARTER (Continued) **1024775261**

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20190222
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name: HOPE FANG	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	600 WILSHIRE BOULEVARD
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90017
Owner/Operator Telephone:	213-542-4715
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: HOPE FANG	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	600 WILSHIRE BOULEVARD
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90017
Owner/Operator Telephone:	213-542-4715
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

LIBERTAS COLLEGE PREPARATORY CHARTER (Continued) **1024775261**

Historic Generators:
Receive Date: 20190104
Handler Name: LIBERTAS COLLEGE PREPARATORY CHARTER
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

81
NW
1/8-1/4
0.194 mi.
1023 ft.

ANCHOR IRA FUND HOLDING, LLC **RCRA NonGen / NLR** **1026163210**
2068 W 29TH ST **CAC003063201**
LOS ANGELES, CA 90018

Relative:
Higher

Actual:
164 ft.

RCRA NonGen / NLR:
Date Form Received by Agency: 20200414
Handler Name: ANCHOR IRA FUND HOLDING, LLC
Handler Address: 2068 W 29TH ST
Handler City,State,Zip: LOS ANGELES, CA 90018-3023
EPA ID: CAC003063201
Contact Name: CECILIA VILLARREAL
Contact Address: 19441 BUSINESS CENTER DR.
Contact City,State,Zip: NORTHRIDGE, CA 91324
Contact Telephone: 818-700-8002
Contact Fax: Not reported
Contact Email: ATIOFFICE@YAHOO.COM
Contact Title: Not reported
EPA Region: 09
Land Type: Not reported
Federal Waste Generator Description: Not a generator, verified
Non-Notifier: Not reported
Biennial Report Cycle: Not reported
Accessibility: Not reported
Active Site Indicator: Not reported
State District Owner: Not reported
State District: Not reported
Mailing Address: 5230 LAS VIRGENES RD
Mailing City,State,Zip: CALABASAS, CA 91302
Owner Name: ANCHOR IRA FUND HOLDING, LLC

ANCHOR IRA FUND HOLDING, LLC (Continued) **1026163210**

Owner Type:		Other
Operator Name:	CECILIA VILLARREAL	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported
Permit Workload Universe:		Not reported
Permit Progress Universe:		Not reported
Post-Closure Workload Universe:		Not reported
Closure Workload Universe:		Not reported
202 GPRA Corrective Action Baseline:		No
Corrective Action Workload Universe:		No
Subject to Corrective Action Universe:		No
Non-TSDFs Where RCRA CA has Been Imposed Universe:		No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:		No
TSDFs Only Subject to CA under Discretionary Auth Universe:		No
Corrective Action Priority Ranking:		No NCAPS ranking
Environmental Control Indicator:		No
Institutional Control Indicator:		No
Human Exposure Controls Indicator:		N/A
Groundwater Controls Indicator:		N/A
Operating TSDF Universe:		Not reported
Full Enforcement Universe:		Not reported
Significant Non-Complier Universe:		No
Unaddressed Significant Non-Complier Universe:		No
Addressed Significant Non-Complier Universe:		No
Significant Non-Complier With a Compliance Schedule Universe:		No
Financial Assurance Required:		Not reported
Handler Date of Last Change:		20200424
Recognized Trader-Importer:		No
Recognized Trader-Exporter:		No
Importer of Spent Lead Acid Batteries:		No
Exporter of Spent Lead Acid Batteries:		No
Recycler Activity Without Storage:		No
Manifest Broker:		No

ANCHOR IRA FUND HOLDING, LLC (Continued) **1026163210**

Sub-Part P Indicator: No

Handler - Owner Operator:
Owner/Operator Indicator: Operator
Owner/Operator Name: CECILIA VILLARREAL
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 19441 BUSINESS CENTER DR.
Owner/Operator City,State,Zip: NORTHRIDGE, CA 91324
Owner/Operator Telephone: 818-700-8002
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: ANCHOR IRA FUND HOLDING, LLC
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 5230 LAS VIRGENES RD
Owner/Operator City,State,Zip: CALABASAS, CA 91302
Owner/Operator Telephone: 310-200-9397
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20200414
Handler Name: ANCHOR IRA FUND HOLDING, LLC
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

82
NE
1/8-1/4
0.196 mi.
1034 ft.

ERIC BEATTY AS RECEIVER
2921 S LA SALLE AVE
LOS ANGELES, CA 90018

RCRA NonGen / NLR

1026470587
CAC003076128

Relative:
Higher

Actual:
171 ft.

RCRA NonGen / NLR:

Date Form Received by Agency:		20200723
Handler Name:	ERIC BEATTY AS RECEIVER	
Handler Address:		2921 S LA SALLE AVE
Handler City,State,Zip:		LOS ANGELES, CA 90018
EPA ID:		CAC003076128
Contact Name:		ERIC BEATTY
Contact Address:		123 EAST 9TH ST., STE. 210
Contact City,State,Zip:		UPLAND, CA 91786
Contact Telephone:		909-243-7944
Contact Fax:		Not reported
Contact Email:		AMBERG_ICI@YAHOO.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		123 EAST 9TH ST., STE. 210
Mailing City,State,Zip:		UPLAND, CA 91786
Owner Name:	ERIC BEATTY AS RECEIVER	
Owner Type:		Other
Operator Name:	ERIC BEATTY	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported

ERIC BEATTY AS RECEIVER (Continued) **1026470587**

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20200814
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: ERIC BEATTY AS RECEIVER	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	123 EAST 9TH ST., STE. 210
Owner/Operator City,State,Zip:	UPLAND, CA 91786
Owner/Operator Telephone:	909-243-7944
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: ERIC BEATTY	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	123 EAST 9TH ST., STE. 210
Owner/Operator City,State,Zip:	UPLAND, CA 91786
Owner/Operator Telephone:	909-243-7944
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

ERIC BEATTY AS RECEIVER (Continued) **1026470587**

Historic Generators:
- Receive Date: 20200723
- Handler Name: ERIC BEATTY AS RECEIVER
- Federal Waste Generator Description: Not a generator, verified
- State District Owner: Not reported
- Large Quantity Handler of Universal Waste: No
- Recognized Trader Importer: No
- Recognized Trader Exporter: No
- Spent Lead Acid Battery Importer: No
- Spent Lead Acid Battery Exporter: No
- Current Record: Yes
- Non Storage Recycler Activity: Not reported
- Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
- NAICS Code: 56299
- NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
- Violations: No Violations Found

Evaluation Action Summary:
- Evaluations: No Evaluations Found

H83 **JEFFERSON AUTO CENTER** **UST** **U004307494**
WSW **1901 W JEFFERSON BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90018**
0.205 mi.
1082 ft. **Site 1 of 2 in cluster H**

Relative: **Lower**
Actual: **155 ft.**

LOS ANGELES UST:
- Name: JEFFERSON AUTO CENTER
- Address: 1901 W JEFFERSON BLVD
- City,State,Zip: LOS ANGELES, CA 90018
- Facility ID: FA0032717
- Last Run Date: 01/13/2022
- Status: INACTIVE

H84 **JEFFERSON AUTO CENTER** **SWEEPS UST** **S101584394**
WSW **1901 W JEFFERSON BLVD** **CA FID UST** **N/A**
1/8-1/4 **LA, CA 90018** **HAZMAT**
0.205 mi.
1082 ft. **Site 2 of 2 in cluster H**

Relative: **Lower**
Actual: **155 ft.**

SWEEPS UST:
- Name: JEFFERSON AUTO CENTER
- Address: 1901 W JEFFERSON BLVD
- City: LA
- Status: Not reported
- Comp Number: 5582
- Number: Not reported
- Board Of Equalization: Not reported
- Referral Date: Not reported

JEFFERSON AUTO CENTER (Continued) **S101584394**

Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19011045
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137340454
Mail To:	Not reported
Mailing Address:	1901 W JEFFERSON BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LA 900180000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

LOS ANGELES HM:

Name:	JEFFERSON AUTO CENTER
Address:	1901 W JEFFERSON BLVD
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0032717
Last Run Date:	01/13/2022
Status:	INACTIVE

85
NNW
1/8-1/4
0.209 mi.
1103 ft.

FIDUCIARY **RCRA NonGen / NLR** **1026821756**
2018 W 28TH STREET **CAC003134693**
LOS ANGELES, CA 90018

Relative: Higher

Actual: 171 ft.

RCRA NonGen / NLR:

Date Form Received by Agency:		20210817
Handler Name:	FIDUCIARY	
Handler Address:		2018 W 28TH STREET
Handler City,State,Zip:		LOS ANGELES, CA 90018
EPA ID:		CAC003134693
Contact Name:		FIDUCIARY SHAFER
Contact Address:		2018 W 28TH STREET
Contact City,State,Zip:		LOS ANGELES, CA 90018
Contact Telephone:		949-377-3737
Contact Fax:		Not reported
Contact Email:		PM@FIDUCIARYREALESTATESERVICES.COM

FIDUCIARY (Continued) **1026821756**

Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		2018 W 28TH STREET
Mailing City,State,Zip:		LOS ANGELES, CA 90018
Owner Name:	FIDUCIARY SHAFER	
Owner Type:		Other
Operator Name:	FIDUCIARY SHAFER	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported
Permit Workload Universe:		Not reported
Permit Progress Universe:		Not reported
Post-Closure Workload Universe:		Not reported
Closure Workload Universe:		Not reported
202 GPRA Corrective Action Baseline:		No
Corrective Action Workload Universe:		No
Subject to Corrective Action Universe:		No
Non-TSDFs Where RCRA CA has Been Imposed Universe:		No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:		No
TSDFs Only Subject to CA under Discretionary Auth Universe:		No
Corrective Action Priority Ranking:		No NCAPS ranking
Environmental Control Indicator:		No
Institutional Control Indicator:		No
Human Exposure Controls Indicator:		N/A
Groundwater Controls Indicator:		N/A
Operating TSDF Universe:		Not reported

FIDUCIARY (Continued) **1026821756**

Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20210817
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: FIDUCIARY SHAFER	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2018 W 28TH STREET
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90018
Owner/Operator Telephone:	949-377-3737
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: FIDUCIARY SHAFER	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2018 W 28TH STREET
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90018
Owner/Operator Telephone:	949-377-3737
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20210817
Handler Name: FIDUCIARY	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No

FIDUCIARY (Continued) **1026821756**

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

G86 **OH'S AUTO SERVICE** **SWEEPS UST** **S101586953**
South **3574 S WESTERN AVE** **CA FID UST** **N/A**
1/8-1/4 **LA, CA 90018** **HAZMAT**
0.214 mi.
1130 ft. **Site 2 of 4 in cluster G**

Relative:
Lower

Actual:
154 ft.

SWEEPS UST:
Name: OH'S AUTO SERVICE
Address: 3574 S WESTERN AVE
City: LA
Status: Not reported
Comp Number: 7704
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19054643
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2137376003
Mail To: Not reported
Mailing Address: 3574 S WESTERN AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LA 900180000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

OH'S AUTO SERVICE (Continued) **S101586953**

LOS ANGELES HM:

Name:	OH'S AUTO REPAIR
Address:	3574 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018
Facility ID:	FA0019159
Last Run Date:	01/13/2022
Status:	INACTIVE

G87 **HAPPY TIRE SHOP INC** **RCRA NonGen / NLR** **1026827014**
South **3575 S WESTERN AVE** **CAL000461969**
1/8-1/4 **LOS ANGELES, CA 90018**
0.217 mi.
1146 ft. **Site 3 of 4 in cluster G**

Relative: **Lower**

Actual: **153 ft.**

RCRA NonGen / NLR:

Date Form Received by Agency:		20210419
Handler Name:	HAPPY TIRE SHOP INC	
Handler Address:		3575 S WESTERN AVE
Handler City,State,Zip:		LOS ANGELES, CA 90018
EPA ID:		CAL000461969
Contact Name:		DANIEL U LOPEZ
Contact Address:		2001 RAYMOND AVE #4
Contact City,State,Zip:		LOS ANGELES, CA 90007
Contact Telephone:		323-826-0865
Contact Fax:		Not reported
Contact Email:		HAPPYTIRESHOP16@GMAIL.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		3575 S WESTERN AVE
Mailing City,State,Zip:		LOS ANGELES, CA 90018
Owner Name:	HAPPY TIRE SHOP INC	
Owner Type:		Other
Operator Name:	DANIEL U LOPEZ	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported

HAPPY TIRE SHOP INC (Continued) **1026827014**

Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20210422
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name: DANIEL U LOPEZ	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2001 RAYMOND AVE #4
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90007
Owner/Operator Telephone:	323-826-0865
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name: HAPPY TIRE SHOP INC	

HAPPY TIRE SHOP INC (Continued) **1026827014**

Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2001 RAYMOND AVE #4
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90007
Owner/Operator Telephone:	323-826-0865
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20210419
Handler Name: HAPPY TIRE SHOP INC	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No

List of NAICS Codes and Descriptions:

NAICS Code:	811111
NAICS Description:	GENERAL AUTOMOTIVE REPAIR

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

I88 **UST** **U004300343**
ESE **1631-1640 W JEFFERSON BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.227 mi.
1199 ft. **Site 1 of 2 in cluster I**

Relative: **Higher**

Actual: **165 ft.**

LOS ANGELES UST:

Name:	Not reported
Address:	1631-1640 W JEFFERSON BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

I89 **UST** **U004300342**
ESE **1631 W JEFFERSON AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.227 mi.
1199 ft. **Site 2 of 2 in cluster I**

Relative: **Higher**
Actual: **165 ft.**

LOS ANGELES UST:

Name:	Not reported
Address:	1631 W JEFFERSON AVE
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

G90 **JEHOVAH WITNESSES OF S. CA** **RCRA-SQG** **1000343584**
South **3600 S WESTERN AVE** **FINDS** **CAD982410920**
1/8-1/4 **LOS ANGELES, CA 90018** **ECHO**
0.227 mi.
1199 ft. **Site 4 of 4 in cluster G**

Relative: **Lower**
Actual: **153 ft.**

RCRA-SQG:

Date Form Received by Agency:		19880325
Handler Name:	JEHOVAH WITNESSES OF S. CA	
Handler Address:		3600 S WESTERN AVE
Handler City,State,Zip:		LOS ANGELES, CA 90018
EPA ID:		CAD982410920
Contact Name:		ENVIRONMENTAL MANAGER
Contact Address:		3600 S. WESTERN
Contact City,State,Zip:		LOS ANGELES, CA 90807
Contact Telephone:		213-254-1768
Contact Fax:		Not reported
Contact Email:		Not reported
Contact Title:		Not reported
EPA Region:		09
Land Type:		Other
Federal Waste Generator Description:		Small Quantity Generator
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Handler Activities
State District Owner:		CA
State District:		4R
Mailing Address:		5125 N. MAYWOOD AVE
Mailing City,State,Zip:		LOS ANGELES, CA 90041
Owner Name:	JEHOVAH WITNESSES	
Owner Type:		Private
Operator Name:	NOT REQUIRED	
Operator Type:		Private
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No

JEHOVAH WITNESSES OF S. CA (Continued) **1000343584**

Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20020627
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: JEHOVAH WITNESSES	
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

JEHOVAH WITNESSES OF S. CA (Continued) **1000343584**

Owner/Operator Indicator: Operator
Owner/Operator Name: NOT REQUIRED
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: NOT REQUIRED
Owner/Operator City,State,Zip: NOT REQUIRED, ME 99999
Owner/Operator Telephone: 415-555-1212
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 19880325
Handler Name: JEHOVAH WITNESSES OF S. CA
Federal Waste Generator Description: Small Quantity Generator
State District Owner: CA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Codes: No NAICS Codes Found

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

FINDS:
Registry ID: 110071047535

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.
Registry ID: 110008277373

Click Here for FRS Facility Detail Report:

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,

JEHOVAH WITNESSES OF S. CA (Continued) **1000343584**

and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000343584
Registry ID:	110008277373
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110008277373
Name:	JEHOVAH WITNESSES OF S. CA
Address:	3600 S WESTERN AVE
City,State,Zip:	LOS ANGELES, CA 90018

91
West
1/8-1/4
0.245 mi.
1292 ft.

JAMES TALBERT **RCRA NonGen / NLR** **1024759869**
2132 W 31ST ST **CAC002979721**
LOS ANGELES, CA 90018

Relative:
Lower

Actual:
155 ft.

RCRA NonGen / NLR:

Date Form Received by Agency:		20180911
Handler Name:	JAMES TALBERT	
Handler Address:		2132 W 31ST ST
Handler City,State,Zip:		LOS ANGELES, CA 90018
EPA ID:		CAC002979721
Contact Name:		JAMES TALBERT
Contact Address:		2132 W 31ST ST
Contact City,State,Zip:		LOS ANGELES, CA 90018
Contact Telephone:		323-734-7272
Contact Fax:		Not reported
Contact Email:		JOE@SIRRIS.BIZ
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Handler Activities
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		2132 W 31ST ST
Mailing City,State,Zip:		LOS ANGELES, CA 90018
Owner Name:	JAMES TALBERT	
Owner Type:		Other
Operator Name:	JAMES TALBERT	
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No

JAMES TALBERT (Continued) **1024759869**

Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20181001
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: JAMES TALBERT	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2132 W 31ST ST
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90018
Owner/Operator Telephone:	323-734-7272

JAMES TALBERT (Continued) **1024759869**

Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: JAMES TALBERT
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2132 W 31ST ST
Owner/Operator City,State,Zip: LOS ANGELES, CA 90018
Owner/Operator Telephone: 323-734-7272
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20180911
Handler Name: JAMES TALBERT
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

J92 **LAUSD - 36TH STREET CHILDRENS' CENT** **HAZMAT** **S123545714**
SW **3556 S ST ANDREWS PL** **N/A**
1/8-1/4 **LOS ANGELES, CA 90018**
0.245 mi.
1296 ft. **Site 1 of 2 in cluster J**

Relative: LOS ANGELES HM:
Lower
Actual: Name: LAUSD - 36TH STREET CHILDRENS' CENT
150 ft. Address: 3556 S ST ANDREWS PL
City,State,Zip: LOS ANGELES, CA 90018
Facility ID: FA0013626
Last Run Date: 01/13/2022
Status: INACTIVE

J93 **36TH STREET EARLY EDUCATION CENTER** **RCRA-LQG** **1010783761**
SW **3556 S ST ANDREWS PL** **CAR000191098**
1/8-1/4 **LOS ANGELES, CA 90018**
0.245 mi.
1296 ft. **Site 2 of 2 in cluster J**

Relative: RCRA-LQG:
Lower

Actual: Date Form Received by Agency: 20080327
150 ft. Handler Name: 36TH STREET EARLY EDUCATION CENTER
Handler Address: 3556 S ST ANDREWS PL
Handler City,State,Zip: LOS ANGELES, CA 90018
EPA ID: CAR000191098
Contact Name: SOE AUNG
Contact Address: 333 S BEAUDRY AVE
Contact City,State,Zip: LOS ANGELES, CA 90017
Contact Telephone: 213-241-3904
Contact Fax: Not reported
Contact Email: SOE.AUNG@LAUSD.NET
Contact Title: Not reported
EPA Region: 09
Land Type: District
Federal Waste Generator Description: Large Quantity Generator
Non-Notifier: Not reported
Biennial Report Cycle: Not reported
Accessibility: Not reported
Active Site Indicator: Handler Activities
State District Owner: Not reported
State District: Not reported
Mailing Address: 333 S BEAUDRY AVE
Mailing City,State,Zip: LOS ANGELES, CA 90017
Owner Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner Type: District
Operator Name: 36TH STREET EARLY EDUCATION CENTER
Operator Type: District
Short-Term Generator Activity: No
Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility Activity: No
Recycler Activity with Storage: No
Small Quantity On-Site Burner Exemption: No
Smelting Melting and Refining Furnace Exemption: No
Underground Injection Control: No
Off-Site Waste Receipt: No
Universal Waste Indicator: No
Universal Waste Destination Facility: No
Federal Universal Waste: No
Active Site Fed-Reg Treatment Storage and Disposal Facility: Not reported
Active Site Converter Treatment storage and Disposal Facility: Not reported
Active Site State-Reg Treatment Storage and Disposal Facility: Not reported
Active Site State-Reg Handler: ---
Federal Facility Indicator: Not reported
Hazardous Secondary Material Indicator: N
Sub-Part K Indicator: Not reported
Commercial TSD Indicator: No
Treatment Storage and Disposal Type: Not reported
2018 GPRA Permit Baseline: Not on the Baseline
2018 GPRA Renewals Baseline: Not on the Baseline
Permit Renewals Workload Universe: Not reported

36TH STREET EARLY EDUCATION CENTER (Continued) **1010783761**

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20080403
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Hazardous Waste Summary:

Waste Code:	D008
Waste Description:	LEAD

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Legal Status:	District
Date Became Current:	19880617
Date Ended Current:	Not reported
Owner/Operator Address:	333 S BEAUDRY AVE
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90017
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	36TH STREET EARLY EDUCATION CENTER
Legal Status:	District
Date Became Current:	19880617
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported

36TH STREET EARLY EDUCATION CENTER (Continued) **1010783761**

Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20080327
Handler Name: 36TH STREET EARLY EDUCATION CENTER
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 61111
NAICS Description: ELEMENTARY AND SECONDARY SCHOOLS

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

K94 **CHEVRON #9-0099** **LUST** **S102427067**
North **2602 WESTERN AVE S** **Cortese** **N/A**
1/4-1/2 **LOS ANGELES, CA 90018** **CERS**
0.386 mi.
2036 ft. **Site 1 of 2 in cluster K**

Relative:
Higher

Actual:
182 ft.

LUST:
Name: CHEVRON #9-0099 (FORMER)
Address: 2602 WESTERN AVE S
City,State,Zip: LOS ANGELES, CA 90018
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700609
Global Id: T0603700609
Latitude: 34.0325541
Longitude: -118.3087677
Status: Completed - Case Closed
Status Date: 05/12/2008
Case Worker: DMB
RB Case Number: 900180107
Local Agency: LOS ANGELES, CITY OF
File Location: Regional Board
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

CHEVRON #9-0099 (Continued) **S102427067**

LUST:
Global Id: T0603700609
Contact Type: Regional Board Caseworker
Contact Name: DAVID M. BJOSTAD
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4th Street, Suite 200
City: Los Angeles
Email: dave.bjostad@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603700609
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

LUST:
Global Id: T0603700609
Action Type: ENFORCEMENT
Date: 04/09/2003
Action: Staff Letter

Global Id: T0603700609
Action Type: ENFORCEMENT
Date: 04/14/2008
Action: Notification - Preclosure

Global Id: T0603700609
Action Type: ENFORCEMENT
Date: 05/12/2008
Action: Closure/No Further Action Letter

Global Id: T0603700609
Action Type: Other
Date: 06/23/1993
Action: Leak Discovery

Global Id: T0603700609
Action Type: RESPONSE
Date: 03/19/2003
Action: Interim Remedial Action Plan

Global Id: T0603700609
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 07/15/2003
Action: Interim Remedial Action Report

Global Id: T0603700609

CHEVRON #9-0099 (Continued) **S102427067**

Action Type: RESPONSE
Date: 12/15/2006
Action: Soil and Water Investigation Workplan

Global Id: T0603700609
Action Type: REMEDIATION
Date: 04/01/2000
Action: Excavation

Global Id: T0603700609
Action Type: REMEDIATION
Date: 11/05/2002
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603700609
Action Type: Other
Date: 06/24/1993
Action: Leak Reported

Global Id: T0603700609
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 01/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 01/15/2004

CHEVRON #9-0099 (Continued) **S102427067**

Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: ENFORCEMENT
Date: 09/18/2002
Action: Staff Letter

Global Id: T0603700609
Action Type: ENFORCEMENT
Date: 09/18/2006
Action: Site Visit / Inspection / Sampling

Global Id: T0603700609
Action Type: ENFORCEMENT
Date: 10/18/2006
Action: Staff Letter

Global Id: T0603700609
Action Type: RESPONSE
Date: 09/19/2005
Action: Request for Closure

Global Id: T0603700609
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: Other
Date: 06/23/1993
Action: Leak Stopped

CHEVRON #9-0099 (Continued) **S102427067**

Global Id: T0603700609
Action Type: RESPONSE
Date: 09/08/2008
Action: Well Destruction Report

Global Id: T0603700609
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE

CHEVRON #9-0099 (Continued) **S102427067**

Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700609
Action Type: RESPONSE
Date: 09/26/2007
Action: Request for Closure

LUST:
Global Id: T0603700609
Status: Open - Case Begin Date
Status Date: 06/23/1993

Global Id: T0603700609
Status: Open - Site Assessment
Status Date: 06/24/1993

Global Id: T0603700609
Status: Open - Site Assessment
Status Date: 05/17/1999

Global Id: T0603700609
Status: Open - Remediation
Status Date: 05/01/2000

Global Id: T0603700609
Status: Open - Remediation
Status Date: 11/05/2002

Global Id: T0603700609
Status: Open - Verification Monitoring
Status Date: 01/09/2003

Global Id: T0603700609
Status: Open - Site Assessment
Status Date: 12/15/2006

Global Id: T0603700609
Status: Completed - Case Closed
Status Date: 05/12/2008

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900180107
Status: Pollution Characterization
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700609
W Global ID: Not reported
Staff: TCS

CHEVRON #9-0099 (Continued) **S102427067**

Local Agency:	19050	
Cross Street:	ADAMS	
Enforcement Type:	SEL	
Date Leak Discovered:	6/23/1993	
Date Leak First Reported:		6/24/1993
Date Leak Record Entered:	5/30/1995	
Date Confirmation Began:	6/24/1993	
Date Leak Stopped:	6/23/1993	
Date Case Last Changed on Database:		9/26/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Test	
How Leak Stopped:	Not reported	
Cause of Leak:	Other Cause	
Leak Source:	Other Source	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6552.1808778204723044851261665
Source of Cleanup Funding:		Other Source
Preliminary Site Assessment Workplan Submitted:		5/9/1999
Preliminary Site Assessment Began:		5/17/1999
Pollution Characterization Began:		10/15/1999
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		4220
Hist Max MTBE Conc in Soil:		.73
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	Y. M. TUAN	
RP Address:	P.O. BOX 2292	
Program:	LUST	
Lat/Long:	34.0325541 / -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:	9/29/00 OFF-SITE INVESTIGATION; 10/23/00 3RD QTR GW SAMPLING RPT 2000; 1/11/01 4TH QTR GW MON RPT 2000; 4/4/01 1ST QTR GW MON RPT 2001	

CORTESE:

Name:	CHEVRON #9-0099 (FORMER)
Address:	2602 WESTERN AVE S
City,State,Zip:	LOS ANGELES, CA 90018
Region:	CORTESE
Envirostor Id:	Not reported
Global ID:	T0603700609
Site/Facility Type:	LUST CLEANUP SITE
Cleanup Status:	COMPLETED - CASE CLOSED
Status Date:	Not reported

CHEVRON #9-0099 (Continued) **S102427067**

Site Code:	Not reported
Latitude:	Not reported
Longitude:	Not reported
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

CERS:

Name:	CHEVRON #9-0099 (FORMER)
Address:	2602 WESTERN AVE S
City,State,Zip:	LOS ANGELES, CA 90018
Site ID:	232964
CERS ID:	T0603700609
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	DAVID M. BJOSTAD - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W. 4th Street, Suite 200
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

K95 **CHEVRON #9-0099** **HIST CORTESE** **S105024718**
North **2602 WESTERN** **N/A**
1/4-1/2 **LOS ANGELES, CA 90018**
0.386 mi.
2036 ft. **Site 2 of 2 in cluster K**

Relative:
Higher

Actual:
182 ft.

HIST CORTESE:

edr_fname:	CHEVRON #9-0099
edr_fadd1:	2602 WESTERN
City,State,Zip:	LOS ANGELES, CA 90018
Region:	CORTESE
Facility County Code:	19

CHEVRON #9-0099 (Continued) **S105024718**

Reg By: LTNKA
Reg Id: 900180107

96
South
1/4-1/2
0.402 mi.
2122 ft.

B & O TRANSMISSION REPAIR
3720 WESTERN AVE.
LOS ANGELES, CA 90065

LUST **S113186803**
Cortese **N/A**
CERS

Relative:
Lower

Actual:
151 ft.

LUST:
Name: B & O TRANSMISSION REPAIR
Address: 3720 WESTERN AVE.
City,State,Zip: LOS ANGELES, CA 90065
Lead Agency: SWRCB
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000004616
Global Id: T10000004616
Latitude: 34.0202212
Longitude: -118.3087755
Status: Completed - Case Closed
Status Date: 12/17/2013
Case Worker: MC
RB Case Number: Not reported
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: TT29159
Potential Media Affect: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

LUST:
Global Id: T10000004616
Contact Type: Local Agency Caseworker
Contact Name: GREG STEVENS
Organization Name: LOS ANGELES, CITY OF
Address: 221 N Figueroa St
City: LOS ANGELES
Email: gregory.stevens@lacity.org
Phone Number: 2134826527

Global Id: T10000004616
Contact Type: Regional Board Caseworker
Contact Name: MATTHEW COHEN
Organization Name: SWRCB
Address: 1001 I Street
City: SACRAMENTO
Email: matthew.cohen@waterboards.ca.gov
Phone Number: 9163415751

LUST:
Global Id: T10000004616
Action Type: ENFORCEMENT
Date: 05/28/2013
Action: Closure/No Further Action Letter

Global Id: T10000004616
Action Type: ENFORCEMENT
Date: 04/12/2013

B & O TRANSMISSION REPAIR (Continued) **S113186803**

Action: Technical Correspondence / Assistance / Other

Global Id: T10000004616
Action Type: Other
Date: 04/07/1999
Action: Leak Discovery

Global Id: T10000004616
Action Type: Other
Date: 06/01/1999
Action: Leak Reported

Global Id: T10000004616
Action Type: RESPONSE
Date: 05/03/2013
Action: Request for Closure

Global Id: T10000004616
Action Type: RESPONSE
Date: 06/01/1999
Action: Tank Removal Report / UST Sampling Report

LUST:
Global Id: T10000004616
Status: Open - Case Begin Date
Status Date: 04/07/1999

Global Id: T10000004616
Status: Open - Site Assessment
Status Date: 02/25/2013

Global Id: T10000004616
Status: Open - Eligible for Closure
Status Date: 12/09/2013

Global Id: T10000004616
Status: Completed - Case Closed
Status Date: 12/17/2013

CORTESE:
Name: B & O TRANSMISSION REPAIR
Address: 3720 WESTERN AVE.
City,State,Zip: LOS ANGELES, CA 90065
Region: CORTESE
Envirostor Id: Not reported
Global ID: T10000004616
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported

B & O TRANSMISSION REPAIR (Continued) **S113186803**

Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

CERS:

Name:	B & O TRANSMISSION REPAIR
Address:	3720 WESTERN AVE.
City,State,Zip:	LOS ANGELES, CA 90065
Site ID:	231162
CERS ID:	T10000004616
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	GREG STEVENS - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	221 N Figueroa St
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2134826527,

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	MATTHEW COHEN - SWRCB
Entity Title:	Not reported
Affiliation Address:	1001 I Street
Affiliation City:	SACRAMENTO
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	9163415751,

97
NW
1/4-1/2
0.436 mi.
2301 ft.

TULIP CORPORATION **SEMS-ARCHIVE** **1003879678**
2111 EAST 26TH ST. **CAD075267880**
LOS ANGELES, CA 90023

Relative: Higher

Actual: 173 ft.

SEMS Archive:

Site ID:	0904402
EPA ID:	CAD075267880
Name:	TULIP CORPORATION
Address:	2111 EAST 26TH ST.
Address 2:	Not reported
City,State,Zip:	LOS ANGELES, CA 90023
Cong District:	25
FIPS Code:	06037
FF:	N
NPL:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

TULIP CORPORATION (Continued) **1003879678**

SEMS Archive Detail:

Region:	09
Site ID:	0904402
EPA ID:	CAD075267880
Site Name:	TULIP CORPORATION
NPL:	N
FF:	N
OU:	00
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	1993-01-19 05:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse

Region:	09
Site ID:	0904402
EPA ID:	CAD075267880
Site Name:	TULIP CORPORATION
NPL:	N
FF:	N
OU:	00
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1992-03-26 05:00:00
Finish Date:	1992-03-26 05:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf

Region:	09
Site ID:	0904402
EPA ID:	CAD075267880
Site Name:	TULIP CORPORATION
NPL:	N
FF:	N
OU:	00
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	Not reported
Finish Date:	1993-01-19 05:00:00
Qual:	N
Current Action Lead:	EPA Perf

98
ESE
1/2-1
0.862 mi.
4549 ft.

WEEMES ELEMENTARY SCHOOL PLAYGROUND **ENVIROSTOR** **S105628620**
1201-1203, 1205, 1207, 1215 WEST 37TH STREET **SCH** **N/A**
LOS ANGELES, CA 90007

Relative:
Higher

Actual:
169 ft.

ENVIROSTOR:

Name:	WEEMES ELEMENTARY SCHOOL PLAYGROUND
Address:	1201-1203, 1205, 1207, 1215 WEST 37TH STREET
City,State,Zip:	LOS ANGELES, CA 90007

WEEMES ELEMENTARY SCHOOL PLAYGROUND (Continued) **S105628620**

Facility ID: 19880015
Status: Certified
Status Date: 11/12/2003
Site Code: 304338
Site Type: School Cleanup
Site Type Detailed: School
Acres: .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: 30
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.02109
Longitude: -118.2965
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: Chlordane Dieldrin DDD DDT Lead DDE
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: LAUSD-WEEMES ELEM SCHOOL PLAYGROUND EXP
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: WEEMES ELEMENTARY SCHOOL PLAYGROUND
Alias Type: Alternate Name
Alias Name: 110033614453
Alias Type: EPA (FRS #)
Alias Name: 304338
Alias Type: Project Code (Site Code)
Alias Name: 19880015
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: 08/01/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 11/12/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 10/02/2001
Comments: Not reported

WEEMES ELEMENTARY SCHOOL PLAYGROUND (Continued) **S105628620**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/12/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/21/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/31/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 03/11/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/23/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/19/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 02/10/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/28/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/28/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement

WEEMES ELEMENTARY SCHOOL PLAYGROUND (Continued) **S105628620**

Completed Date: 02/10/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: WEEMES ELEMENTARY SCHOOL PLAYGROUND
Address: 1201-1203, 1205, 1207, 1215 WEST 37TH STREET
City,State,Zip: LOS ANGELES, CA 90007
Facility ID: 19880015
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: .64
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304338
Assembly: 53
Senate: 30
Special Program Status: Not reported
Status: Certified
Status Date: 11/12/2003
Restricted Use: NO
Funding: School District
Latitude: 34.02109
Longitude: -118.2965
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: Chlordane, Chlordane, Dieldrin, DDD, DDT, Lead, DDE
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: LAUSD-WEEMES ELEM SCHOOL PLAYGROUND EXP
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: WEEMES ELEMENTARY SCHOOL PLAYGROUND
Alias Type: Alternate Name
Alias Name: 110033614453
Alias Type: EPA (FRS #)
Alias Name: 304338
Alias Type: Project Code (Site Code)
Alias Name: 19880015
Alias Type: Envirostor ID Number

WEEMES ELEMENTARY SCHOOL PLAYGROUND (Continued) **S105628620**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	08/01/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	11/12/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	10/02/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	11/12/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	03/21/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	01/31/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Public Participation
Completed Date:	03/11/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	10/23/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/19/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

WEEMES ELEMENTARY SCHOOL PLAYGROUND (Continued) **S105628620**

Completed Document Type: * CEQA
Completed Date: 02/10/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/28/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/28/2002
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: 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: 0 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
		NO SITES FOUND			

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

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/26/2022
Date Data Arrived at EDR: 08/02/2022
Date Made Active in Reports: 08/22/2022
Number of Days to Update: 20

Source: EPA
Telephone: N/A
Last EDR Contact: 09/01/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

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

Date of Government Version: 07/26/2022
Date Data Arrived at EDR: 08/02/2022
Date Made Active in Reports: 08/22/2022
Number of Days to Update: 20

Source: EPA
Telephone: N/A
Last EDR Contact: 09/01/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

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

Date of Government Version: 07/26/2022
Date Data Arrived at EDR: 08/02/2022
Date Made Active in Reports: 08/22/2022
Number of Days to Update: 20

Source: EPA
Telephone: N/A
Last EDR Contact: 09/01/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

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: 05/25/2021
Date Data Arrived at EDR: 06/24/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 09/06/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 07/26/2022
Date Data Arrived at EDR: 08/02/2022
Date Made Active in Reports: 08/22/2022
Number of Days to Update: 20

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/01/2022
Next Scheduled EDR Contact: 10/24/2022
Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 07/26/2022
Date Data Arrived at EDR: 08/02/2022
Date Made Active in Reports: 08/22/2022
Number of Days to Update: 20

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/01/2022
Next Scheduled EDR Contact: 10/24/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/20/2022
Date Data Arrived at EDR: 06/21/2022
Date Made Active in Reports: 06/28/2022
Number of Days to Update: 7

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

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: 06/20/2022
Date Data Arrived at EDR: 06/21/2022
Date Made Active in Reports: 06/28/2022
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA generators

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: 06/20/2022
Date Data Arrived at EDR: 06/21/2022
Date Made Active in Reports: 06/28/2022
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
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: 06/20/2022
Date Data Arrived at EDR: 06/21/2022
Date Made Active in Reports: 06/28/2022
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly 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). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/20/2022
Date Data Arrived at EDR: 06/21/2022
Date Made Active in Reports: 06/28/2022
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/16/2022
Date Data Arrived at EDR: 05/19/2022
Date Made Active in Reports: 07/29/2022
Number of Days to Update: 71

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 08/03/2022
Next Scheduled EDR Contact: 11/21/2022
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 05/16/2022
Date Data Arrived at EDR: 05/24/2022
Date Made Active in Reports: 07/29/2022
Number of Days to Update: 66

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/17/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

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: 05/16/2022
Date Data Arrived at EDR: 05/24/2022
Date Made Active in Reports: 07/29/2022
Number of Days to Update: 66

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/17/2022
Next Scheduled EDR Contact: 12/05/2022
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: 06/14/2022
Date Data Arrived at EDR: 06/15/2022
Date Made Active in Reports: 06/21/2022
Number of Days to Update: 6

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/15/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 04/25/2022
Date Data Arrived at EDR: 04/26/2022
Date Made Active in Reports: 07/15/2022
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/25/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: Quarterly

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 04/25/2022
Date Data Arrived at EDR: 04/26/2022
Date Made Active in Reports: 07/15/2022
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/25/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: Quarterly

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/09/2022
Date Data Arrived at EDR: 05/09/2022
Date Made Active in Reports: 07/29/2022
Number of Days to Update: 81

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 08/08/2022
Next Scheduled EDR Contact: 11/21/2022
Data Release Frequency: Quarterly

Lists of state and tribal leaking storage tanks

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 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: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 05/24/2022
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Quarterly

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 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: 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 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST 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

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: 04/08/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/20/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/11/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
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: 06/02/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/31/2022
Number of Days to Update: 79
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 04/20/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/28/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
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: 04/28/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/14/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 05/24/2022
Number of Days to Update: 1
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 10/14/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 02/01/2022
Number of Days to Update: 88
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 06/29/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/06/2022
Date Data Arrived at EDR: 06/07/2022
Date Made Active in Reports: 08/24/2022
Number of Days to Update: 78
Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Semi-Annually

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 06/01/2022
Date Data Arrived at EDR: 06/09/2022
Date Made Active in Reports: 08/26/2022
Number of Days to Update: 78

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)

Military ust sites

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 06/02/2022
Number of Days to Update: 10

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 09/07/2022
Next Scheduled EDR Contact: 12/26/2022
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/20/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 06/02/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/31/2022
Number of Days to Update: 79

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/28/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/14/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
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: 04/20/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/08/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
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: 04/11/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/07/2022
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/16/2022
Number of Days to Update: 64

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 04/25/2022
Date Data Arrived at EDR: 04/26/2022
Date Made Active in Reports: 07/15/2022
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/25/2022
Next Scheduled EDR Contact: 11/07/2022
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: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 09/13/2022
Next Scheduled EDR Contact: 01/02/2023
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

Lists of state and tribal brownfield sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 06/21/2022
Date Data Arrived at EDR: 06/21/2022
Date Made Active in Reports: 09/08/2022
Number of Days to Update: 79

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 02/23/2022
Date Data Arrived at EDR: 03/10/2022
Date Made Active in Reports: 03/10/2022
Number of Days to Update: 0

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 09/09/2022
Next Scheduled EDR Contact: 12/26/2022
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 07/19/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 06/06/2022
Date Data Arrived at EDR: 06/07/2022
Date Made Active in Reports: 08/23/2022
Number of Days to Update: 77

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 08/12/2022
Date Data Arrived at EDR: 08/16/2022
Date Made Active in Reports: 08/26/2022
Number of Days to Update: 10

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 08/16/2022
Next Scheduled EDR Contact: 11/21/2022
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 07/21/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/12/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: No Update Planned

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

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 07/21/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 04/30/2022
Date Data Arrived at EDR: 05/24/2022
Date Made Active in Reports: 07/29/2022
Number of Days to Update: 66

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/18/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 04/25/2022
Date Data Arrived at EDR: 04/26/2022
Date Made Active in Reports: 07/15/2022
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/25/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 01/20/2021
Date Made Active in Reports: 04/08/2021
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 08/23/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 04/18/2022
Date Data Arrived at EDR: 04/19/2022
Date Made Active in Reports: 07/12/2022
Number of Days to Update: 84

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 07/18/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Quarterly

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: 04/30/2022
Date Data Arrived at EDR: 05/24/2022
Date Made Active in Reports: 07/29/2022
Number of Days to Update: 66

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/18/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: Quarterly

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 06/06/2022
Date Data Arrived at EDR: 06/07/2022
Date Made Active in Reports: 08/24/2022
Number of Days to Update: 78

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

AQUEOUS FOAM: Former Fire Training Facility Assessments Listing

Airports shown on this list are those believed to use Aqueous Film Forming Foam (AFFF), and certified by the Federal Aviation Administration (FAA) under Title 14, Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139). This list was created by SWRCB using information available from the FAA. Location points shown are from the latitude and longitude listed on the FAA airport master record.

Date of Government Version: 02/20/2020
Date Data Arrived at EDR: 12/10/2021
Date Made Active in Reports: 02/25/2022
Number of Days to Update: 77

Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 09/06/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing
Aboveground storage tank sites

Date of Government Version: 05/05/2022
Date Data Arrived at EDR: 05/06/2022
Date Made Active in Reports: 07/21/2022
Number of Days to Update: 76

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 07/26/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Varies

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 04/18/2022
Date Data Arrived at EDR: 04/19/2022
Date Made Active in Reports: 07/12/2022
Number of Days to Update: 84

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 07/18/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Quarterly

CA FID UST: Facility Inventory Database
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 05/25/2022
Date Data Arrived at EDR: 05/26/2022
Date Made Active in Reports: 08/11/2022
Number of Days to Update: 77

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/23/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 07/26/2022
Date Data Arrived at EDR: 08/02/2022
Date Made Active in Reports: 08/22/2022
Number of Days to Update: 20

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 09/01/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 05/31/2022
Date Data Arrived at EDR: 05/31/2022
Date Made Active in Reports: 08/18/2022
Number of Days to Update: 79

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 08/25/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/21/2022
Date Data Arrived at EDR: 03/21/2022
Date Made Active in Reports: 06/14/2022
Number of Days to Update: 85

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 04/03/2022
Date Data Arrived at EDR: 04/19/2022
Date Made Active in Reports: 07/12/2022
Number of Days to Update: 84

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 07/18/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 05/24/2022
Number of Days to Update: 1

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 05/24/2022
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/20/2022
Date Data Arrived at EDR: 06/21/2022
Date Made Active in Reports: 06/28/2022
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 05/11/2022
Date Data Arrived at EDR: 05/17/2022
Date Made Active in Reports: 07/29/2022
Number of Days to Update: 73

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 08/11/2022
Next Scheduled EDR Contact: 11/28/2022
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: 06/07/2021
Date Data Arrived at EDR: 07/13/2021
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 239

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/13/2022
Next Scheduled EDR Contact: 10/24/2022
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/08/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/03/2022
Next Scheduled EDR Contact: 11/21/2022
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 06/20/2022
Date Data Arrived at EDR: 06/21/2022
Date Made Active in Reports: 08/31/2022
Number of Days to Update: 71

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 07/29/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/04/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/17/2020
Date Made Active in Reports: 09/10/2020
Number of Days to Update: 85

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/12/2022
Next Scheduled EDR Contact: 12/26/2022
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 08/14/2020
Date Made Active in Reports: 11/04/2020
Number of Days to Update: 82

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 08/11/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 07/18/2022
Date Data Arrived at EDR: 07/18/2022
Date Made Active in Reports: 07/29/2022
Number of Days to Update: 11

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/18/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/26/2022
Date Data Arrived at EDR: 08/02/2022
Date Made Active in Reports: 08/22/2022
Number of Days to Update: 20

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 09/01/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/04/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/14/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 07/26/2022
Date Data Arrived at EDR: 08/02/2022
Date Made Active in Reports: 08/31/2022
Number of Days to Update: 29
Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 09/01/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 01/20/2022
Date Data Arrived at EDR: 01/20/2022
Date Made Active in Reports: 03/25/2022
Number of Days to Update: 64
Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/08/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 06/28/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/10/2022
Date Data Arrived at EDR: 06/14/2022
Date Made Active in Reports: 08/22/2022
Number of Days to Update: 69
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 07/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/22/2022
Number of Days to Update: 84
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 08/25/2022
Next Scheduled EDR Contact: 12/12/2022
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: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 08/25/2022
Next Scheduled EDR Contact: 12/12/2022
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: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/04/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 06/23/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 07/21/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 03/31/2022
Date Data Arrived at EDR: 04/14/2022
Date Made Active in Reports: 07/12/2022
Number of Days to Update: 89

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 06/29/2022
Next Scheduled EDR Contact: 10/17/2022
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: 12/31/2019
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/25/2022
Number of Days to Update: 23

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/08/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 07/26/2021
Date Data Arrived at EDR: 07/27/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 87

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 07/26/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 08/24/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 07/26/2022
Date Data Arrived at EDR: 08/02/2022
Date Made Active in Reports: 08/22/2022
Number of Days to Update: 20

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 09/01/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 03/21/2022
Date Data Arrived at EDR: 03/22/2022
Date Made Active in Reports: 03/25/2022
Number of Days to Update: 3

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 08/02/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Quarterly

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: 08/03/2022
Date Data Arrived at EDR: 08/17/2022
Date Made Active in Reports: 08/31/2022
Number of Days to Update: 14

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/17/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 05/06/2020
Date Data Arrived at EDR: 05/27/2020
Date Made Active in Reports: 08/13/2020
Number of Days to Update: 78

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/17/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/17/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 06/14/2022
Date Data Arrived at EDR: 06/15/2022
Date Made Active in Reports: 08/22/2022
Number of Days to Update: 68

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 09/13/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 05/13/2022
Date Data Arrived at EDR: 05/18/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 13

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 08/25/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 01/11/2022
Date Made Active in Reports: 02/14/2022
Number of Days to Update: 34

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 07/07/2022
Next Scheduled EDR Contact: 10/24/2022
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 04/02/2022
Date Data Arrived at EDR: 04/05/2022
Date Made Active in Reports: 06/28/2022
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 07/01/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 08/22/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 05/16/2022
Date Data Arrived at EDR: 05/17/2022
Date Made Active in Reports: 07/29/2022
Number of Days to Update: 73

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 08/11/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/21/2022
Date Data Arrived at EDR: 06/21/2022
Date Made Active in Reports: 09/08/2022
Number of Days to Update: 79

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 12/07/2021
Date Data Arrived at EDR: 05/09/2022
Date Made Active in Reports: 05/17/2022
Number of Days to Update: 8

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 08/11/2022
Next Scheduled EDR Contact: 11/21/2022
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 05/20/2022
Date Data Arrived at EDR: 05/20/2022
Date Made Active in Reports: 08/09/2022
Number of Days to Update: 81

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 08/16/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 08/27/2021
Date Data Arrived at EDR: 09/01/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 79

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 09/07/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Annually

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 05/25/2022
Date Data Arrived at EDR: 05/26/2022
Date Made Active in Reports: 08/11/2022
Number of Days to Update: 77

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 08/23/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Varies

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 06/13/2022
Date Made Active in Reports: 08/30/2022
Number of Days to Update: 78

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 04/12/2022
Date Data Arrived at EDR: 04/19/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 42

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 07/18/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/19/2022
Date Data Arrived at EDR: 04/29/2022
Date Made Active in Reports: 07/15/2022
Number of Days to Update: 77

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 07/21/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 08/09/2022
Date Data Arrived at EDR: 08/10/2022
Date Made Active in Reports: 08/30/2022
Number of Days to Update: 20

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 08/02/2022
Next Scheduled EDR Contact: 11/21/2022
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 04/15/2020
Date Made Active in Reports: 07/02/2020
Number of Days to Update: 78

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 07/05/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 05/16/2022
Date Data Arrived at EDR: 05/17/2022
Date Made Active in Reports: 08/03/2022
Number of Days to Update: 78

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 08/11/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/16/2022
Date Data Arrived at EDR: 05/17/2022
Date Made Active in Reports: 08/03/2022
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/11/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 04/05/2022
Date Data Arrived at EDR: 04/05/2022
Date Made Active in Reports: 06/27/2022
Number of Days to Update: 83

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/05/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 06/06/2022
Date Data Arrived at EDR: 06/07/2022
Date Made Active in Reports: 08/23/2022
Number of Days to Update: 77
Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 05/06/2022
Date Data Arrived at EDR: 05/31/2022
Date Made Active in Reports: 08/18/2022
Number of Days to Update: 79
Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 08/25/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 05/09/2022
Date Data Arrived at EDR: 05/09/2022
Date Made Active in Reports: 07/29/2022
Number of Days to Update: 81
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/08/2022
Next Scheduled EDR Contact: 11/21/2022
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 05/31/2022
Date Data Arrived at EDR: 05/31/2022
Date Made Active in Reports: 08/18/2022
Number of Days to Update: 79
Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 08/25/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 06/06/2022
Date Data Arrived at EDR: 06/07/2022
Date Made Active in Reports: 08/23/2022
Number of Days to Update: 77
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 06/10/2022
Date Data Arrived at EDR: 06/10/2022
Date Made Active in Reports: 08/26/2022
Number of Days to Update: 77
Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 09/07/2022
Next Scheduled EDR Contact: 12/26/2022
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: 06/06/2022
Date Data Arrived at EDR: 06/07/2022
Date Made Active in Reports: 08/23/2022
Number of Days to Update: 77
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 06/02/2022
Number of Days to Update: 10
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 02/11/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 90
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 07/08/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 08/09/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13
Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 09/13/2022
Next Scheduled EDR Contact: 01/02/2023
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 06/02/2022
Number of Days to Update: 10
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 06/02/2022
Number of Days to Update: 10

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing

In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 06/06/2022
Date Data Arrived at EDR: 06/07/2022
Date Made Active in Reports: 08/24/2022
Number of Days to Update: 78

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 08/16/2022
Date Data Arrived at EDR: 08/17/2022
Date Made Active in Reports: 08/18/2022
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 08/17/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 04/18/2022
Date Data Arrived at EDR: 04/19/2022
Date Made Active in Reports: 07/12/2022
Number of Days to Update: 84

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 07/18/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 06/02/2022
Number of Days to Update: 10

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 06/02/2022
Number of Days to Update: 10

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 06/02/2022
Number of Days to Update: 10

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 06/02/2022
Number of Days to Update: 10

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 05/23/2022
Date Data Arrived at EDR: 05/23/2022
Date Made Active in Reports: 06/02/2022
Number of Days to Update: 10

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Varies

HWTS: Hazardous Waste Tracking System
DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

Date of Government Version: 04/05/2022
Date Data Arrived at EDR: 04/05/2022
Date Made Active in Reports: 04/26/2022
Number of Days to Update: 21

Source: Department of Toxic Substances Control
Telephone: 916-324-2444
Last EDR Contact: 07/06/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Varies

PCS ENF: Enforcement data
No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29

Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 06/28/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Varies

PCS: Permit Compliance System
PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 07/14/2011
Date Data Arrived at EDR: 08/05/2011
Date Made Active in Reports: 09/29/2011
Number of Days to Update: 55

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 06/28/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Semi-Annually

PCS INACTIVE: Listing of Inactive PCS Permits
An inactive permit is a facility that has shut down or is no longer discharging.

Date of Government Version: 11/05/2014
Date Data Arrived at EDR: 01/06/2015
Date Made Active in Reports: 05/06/2015
Number of Days to Update: 120
Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 06/28/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Semi-Annually

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3
Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 08/17/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A
Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A
Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners
EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/28/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 06/29/2022
Date Data Arrived at EDR: 06/29/2022
Date Made Active in Reports: 07/21/2022
Number of Days to Update: 22

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/29/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 07/22/2022
Date Data Arrived at EDR: 07/27/2022
Date Made Active in Reports: 08/01/2022
Number of Days to Update: 5

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 07/26/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 06/28/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 06/14/2022
Date Data Arrived at EDR: 06/15/2022
Date Made Active in Reports: 09/02/2022
Number of Days to Update: 79

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 09/13/2022
Next Scheduled EDR Contact: 01/02/2023
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/06/2020
Date Data Arrived at EDR: 04/23/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 78

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 07/26/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 04/21/2022
Date Data Arrived at EDR: 04/22/2022
Date Made Active in Reports: 07/12/2022
Number of Days to Update: 81

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 07/19/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 05/04/2022
Date Data Arrived at EDR: 05/06/2022
Date Made Active in Reports: 07/28/2022
Number of Days to Update: 83

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 07/19/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/08/2022
Date Data Arrived at EDR: 08/09/2022
Date Made Active in Reports: 09/01/2022
Number of Days to Update: 23

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 07/20/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 06/28/2021
Date Data Arrived at EDR: 12/21/2021
Date Made Active in Reports: 03/03/2022
Number of Days to Update: 72

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 07/01/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 07/12/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/12/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 08/09/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/18/2022
Date Data Arrived at EDR: 04/19/2022
Date Made Active in Reports: 07/12/2022
Number of Days to Update: 84

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 07/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 08/09/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Varies

KERN COUNTY:

CUPA KERN: CUPA Facility List
A listing of sites included in the Kern County Hazardous Material Business Plan.

Date of Government Version: 05/06/2022
Date Data Arrived at EDR: 05/12/2022
Date Made Active in Reports: 08/01/2022
Number of Days to Update: 81

Source: Kern County Public Health
Telephone: 661-321-3000
Last EDR Contact: 09/07/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 05/06/2022
Date Data Arrived at EDR: 05/12/2022
Date Made Active in Reports: 08/01/2022
Number of Days to Update: 81

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 09/07/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/03/2020
Date Data Arrived at EDR: 01/26/2021
Date Made Active in Reports: 04/14/2021
Number of Days to Update: 78

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 08/09/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 02/10/2022
Date Data Arrived at EDR: 02/11/2022
Date Made Active in Reports: 05/04/2022
Number of Days to Update: 82

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 07/07/2022
Next Scheduled EDR Contact: 10/24/2022
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 07/31/2020
Date Data Arrived at EDR: 08/21/2020
Date Made Active in Reports: 11/09/2020
Number of Days to Update: 80

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 07/12/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 09/07/2022
Next Scheduled EDR Contact: 12/26/2022
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 04/04/2022
Date Data Arrived at EDR: 04/05/2022
Date Made Active in Reports: 04/13/2022
Number of Days to Update: 8

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 06/29/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/11/2022
Date Data Arrived at EDR: 04/12/2022
Date Made Active in Reports: 07/05/2022
Number of Days to Update: 84

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/11/2022
Next Scheduled EDR Contact: 10/24/2022
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2022
Date Data Arrived at EDR: 01/21/2022
Date Made Active in Reports: 04/11/2022
Number of Days to Update: 80

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 07/06/2022
Next Scheduled EDR Contact: 10/24/2022
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 06/14/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills
This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 01/10/2022
Date Data Arrived at EDR: 01/12/2022
Date Made Active in Reports: 04/04/2022
Number of Days to Update: 82

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 07/06/2022
Next Scheduled EDR Contact: 10/24/2022
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory
A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 01/13/2022
Date Data Arrived at EDR: 03/21/2022
Date Made Active in Reports: 06/15/2022
Number of Days to Update: 86

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 06/24/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory
A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 03/22/2022
Date Data Arrived at EDR: 06/24/2022
Date Made Active in Reports: 09/08/2022
Number of Days to Update: 76

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 06/24/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 05/26/2021
Date Data Arrived at EDR: 07/09/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 82

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/14/2022
Next Scheduled EDR Contact: 10/24/2022
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/06/2022
Next Scheduled EDR Contact: 10/24/2022
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/12/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 04/20/2022
Date Data Arrived at EDR: 04/21/2022
Date Made Active in Reports: 07/12/2022
Number of Days to Update: 82

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/10/2020
Date Data Arrived at EDR: 08/12/2020
Date Made Active in Reports: 10/23/2020
Number of Days to Update: 72

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 08/09/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 06/22/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Semi-Annually

MENDOCINO COUNTY:

UST MENDOCINO: Mendocino County UST Database
A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/22/2021
Date Data Arrived at EDR: 11/18/2021
Date Made Active in Reports: 11/22/2021
Number of Days to Update: 4

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 08/16/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 02/15/2022
Date Data Arrived at EDR: 02/17/2022
Date Made Active in Reports: 05/11/2022
Number of Days to Update: 83

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 08/09/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 02/22/2021
Date Data Arrived at EDR: 03/02/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 78

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 08/15/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 10/04/2021
Date Data Arrived at EDR: 10/06/2021
Date Made Active in Reports: 12/29/2021
Number of Days to Update: 84

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 08/16/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 08/15/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 08/15/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/21/2022
Date Data Arrived at EDR: 07/25/2022
Date Made Active in Reports: 07/28/2022
Number of Days to Update: 3

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 07/19/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 04/08/2022
Date Data Arrived at EDR: 05/09/2022
Date Made Active in Reports: 07/28/2022
Number of Days to Update: 80

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 07/29/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 04/08/2022
Date Data Arrived at EDR: 05/18/2022
Date Made Active in Reports: 08/03/2022
Number of Days to Update: 77

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 07/29/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 04/08/2022
Date Data Arrived at EDR: 05/03/2022
Date Made Active in Reports: 07/20/2022
Number of Days to Update: 78

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/01/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 05/25/2022
Date Data Arrived at EDR: 05/26/2022
Date Made Active in Reports: 06/01/2022
Number of Days to Update: 6

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 08/23/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 07/12/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 03/31/2022
Date Data Arrived at EDR: 03/31/2022
Date Made Active in Reports: 04/08/2022
Number of Days to Update: 8

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/07/2022
Next Scheduled EDR Contact: 12/26/2022
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 03/31/2022
Date Data Arrived at EDR: 03/31/2022
Date Made Active in Reports: 04/08/2022
Number of Days to Update: 8

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/07/2022
Next Scheduled EDR Contact: 12/26/2022
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 06/18/2021
Date Data Arrived at EDR: 09/28/2021
Date Made Active in Reports: 12/14/2021
Number of Days to Update: 77

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 06/30/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 05/04/2022
Date Data Arrived at EDR: 06/30/2022
Date Made Active in Reports: 07/05/2022
Number of Days to Update: 5

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 06/30/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 04/29/2022
Date Data Arrived at EDR: 04/29/2022
Date Made Active in Reports: 05/05/2022
Number of Days to Update: 6

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 07/26/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 05/12/2022
Date Data Arrived at EDR: 05/12/2022
Date Made Active in Reports: 05/18/2022
Number of Days to Update: 6

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 07/26/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 05/31/2022
Date Data Arrived at EDR: 05/31/2022
Date Made Active in Reports: 08/18/2022
Number of Days to Update: 79

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 08/25/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/27/2021
Date Data Arrived at EDR: 03/04/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 88

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 07/12/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/22/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 86

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 07/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 08/23/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 05/05/2022
Date Data Arrived at EDR: 05/06/2022
Date Made Active in Reports: 07/28/2022
Number of Days to Update: 83

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 07/26/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Varies

LUST SAN FRANCISCO: Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 07/26/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 05/05/2022
Date Data Arrived at EDR: 05/06/2022
Date Made Active in Reports: 07/20/2022
Number of Days to Update: 75

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 07/26/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Quarterly

SAN FRANCISO COUNTY:

SAN FRANCISCO MAHER: Maher Ordinance Property Listing
a listing of properties that fall within a Maher Ordinance, for all of San Francisco

Date of Government Version: 01/18/2022
Date Data Arrived at EDR: 01/20/2022
Date Made Active in Reports: 04/27/2022
Number of Days to Update: 97

Source: San Francisco Planning
Telephone: 628-652-7483
Last EDR Contact: 07/05/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 09/07/2022
Next Scheduled EDR Contact: 12/26/2022
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 05/16/2022
Date Data Arrived at EDR: 05/18/2022
Date Made Active in Reports: 08/04/2022
Number of Days to Update: 78

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 08/09/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 02/20/2020
Date Data Arrived at EDR: 02/20/2020
Date Made Active in Reports: 04/24/2020
Number of Days to Update: 64
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/09/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 08/29/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28
Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 08/09/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 05/16/2022
Date Data Arrived at EDR: 05/18/2022
Date Made Active in Reports: 08/04/2022
Number of Days to Update: 78
Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 08/09/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22
Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13
Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 08/15/2022
Next Scheduled EDR Contact: 12/05/2022
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/03/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 82

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 07/26/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 08/09/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 08/09/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/23/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 09/15/2021
Date Data Arrived at EDR: 09/16/2021
Date Made Active in Reports: 12/09/2021
Number of Days to Update: 84

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/23/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 07/02/2021
Date Data Arrived at EDR: 07/06/2021
Date Made Active in Reports: 07/14/2021
Number of Days to Update: 8

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 09/13/2022
Next Scheduled EDR Contact: 01/02/2023
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 09/24/2021
Number of Days to Update: 86

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 09/13/2022
Next Scheduled EDR Contact: 01/02/2023
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 02/08/2022
Date Data Arrived at EDR: 02/10/2022
Date Made Active in Reports: 05/04/2022
Number of Days to Update: 83

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 07/11/2022
Next Scheduled EDR Contact: 10/24/2022
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 05/03/2022
Date Data Arrived at EDR: 05/27/2022
Date Made Active in Reports: 08/11/2022
Number of Days to Update: 76

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 08/23/2022
Next Scheduled EDR Contact: 12/12/2022
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 01/13/2021
Date Data Arrived at EDR: 01/14/2021
Date Made Active in Reports: 04/06/2021
Number of Days to Update: 82

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 07/26/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 04/18/2022
Date Data Arrived at EDR: 04/19/2022
Date Made Active in Reports: 07/12/2022
Number of Days to Update: 84

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 07/13/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 04/26/2021
Date Data Arrived at EDR: 04/28/2021
Date Made Active in Reports: 07/13/2021
Number of Days to Update: 76

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 07/12/2022
Next Scheduled EDR Contact: 11/14/2022
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 07/12/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 03/28/2022
Date Data Arrived at EDR: 04/28/2022
Date Made Active in Reports: 07/15/2022
Number of Days to Update: 78

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/18/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/22/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 08/02/2022
Next Scheduled EDR Contact: 11/21/2022
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 03/28/2022
Date Data Arrived at EDR: 04/28/2022
Date Made Active in Reports: 07/15/2022
Number of Days to Update: 78

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 07/18/2022
Next Scheduled EDR Contact: 10/31/2022
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 05/26/2022
Date Data Arrived at EDR: 06/07/2022
Date Made Active in Reports: 08/24/2022
Number of Days to Update: 78
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 08/31/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 06/22/2022
Date Data Arrived at EDR: 06/30/2022
Date Made Active in Reports: 09/14/2022
Number of Days to Update: 76
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 06/22/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 05/03/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 07/28/2022
Number of Days to Update: 84
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 08/02/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/08/2022
Date Data Arrived at EDR: 05/09/2022
Date Made Active in Reports: 07/28/2022
Number of Days to Update: 80
Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/08/2022
Next Scheduled EDR Contact: 11/21/2022
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36
Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 06/28/2022
Next Scheduled EDR Contact: 10/17/2022
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 10/29/2021
Date Made Active in Reports: 01/19/2022
Number of Days to Update: 82

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 07/29/2022
Next Scheduled EDR Contact: 11/07/2022
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/06/2022
Next Scheduled EDR Contact: 10/24/2022
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/18/2022
Number of Days to Update: 80

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/10/2022
Next Scheduled EDR Contact: 11/28/2022
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 08/29/2022
Next Scheduled EDR Contact: 12/19/2022
Data Release Frequency: Annually

Oil/Gas Pipelines

Source: Endeavor Business Media

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data

Source: Endeavor Business Media

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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.
Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.
Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.
Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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APPENDIX IV
HISTORICAL DOCUMENTATION

3101 S. Western Ave., Los Angeles, California 9001

3101 S. Western Ave

Los Angeles, CA 90018

Inquiry Number: 6937848.11

April 12, 2022

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

04/12/22

Site Name:

3101 S. Western Ave., Los Ang
3101 S. Western Ave
Los Angeles, CA 90018
EDR Inquiry # 6937848.11

Client Name:

EFI Global Inc.
5261 West Imperial Highway
Los Angeles, CA 90045
Contact: Nicola Wells

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	*Scale*	*Details*	*Source*
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2005	1"=500'	Flight Year: 2005	USDA/NAIP
2002	1"=500'	Flight Date: June 10, 2002	USDA
1994	1"=500'	Acquisition Date: January 01, 1994	USGS/DOQQ
1989	1"=500'	Acquisition Date: August 22, 1989	USGS/DOQQ
1981	1"=500'	Flight Date: February 17, 1981	EDR Proprietary Brewster Pacific
1977	1"=500'	Flight Date: April 25, 1977	EDR Proprietary Brewster Pacific
1970	1"=500'	Flight Date: February 17, 1970	EDR Proprietary Brewster Pacific
1964	1"=500'	Flight Date: July 28, 1964	USGS
1954	1"=500'	Flight Date: October 27, 1954	USDA
1952	1"=500'	Flight Date: August 01, 1952	USGS
1948	1"=500'	Flight Date: July 10, 1948	USGS
1938	1"=500'	Flight Date: May 22, 1938	USDA
1928	1"=500'	Flight Date: January 01, 1928	FAIR
1923	1"=500'	Flight Date: January 01, 1923	FAIR

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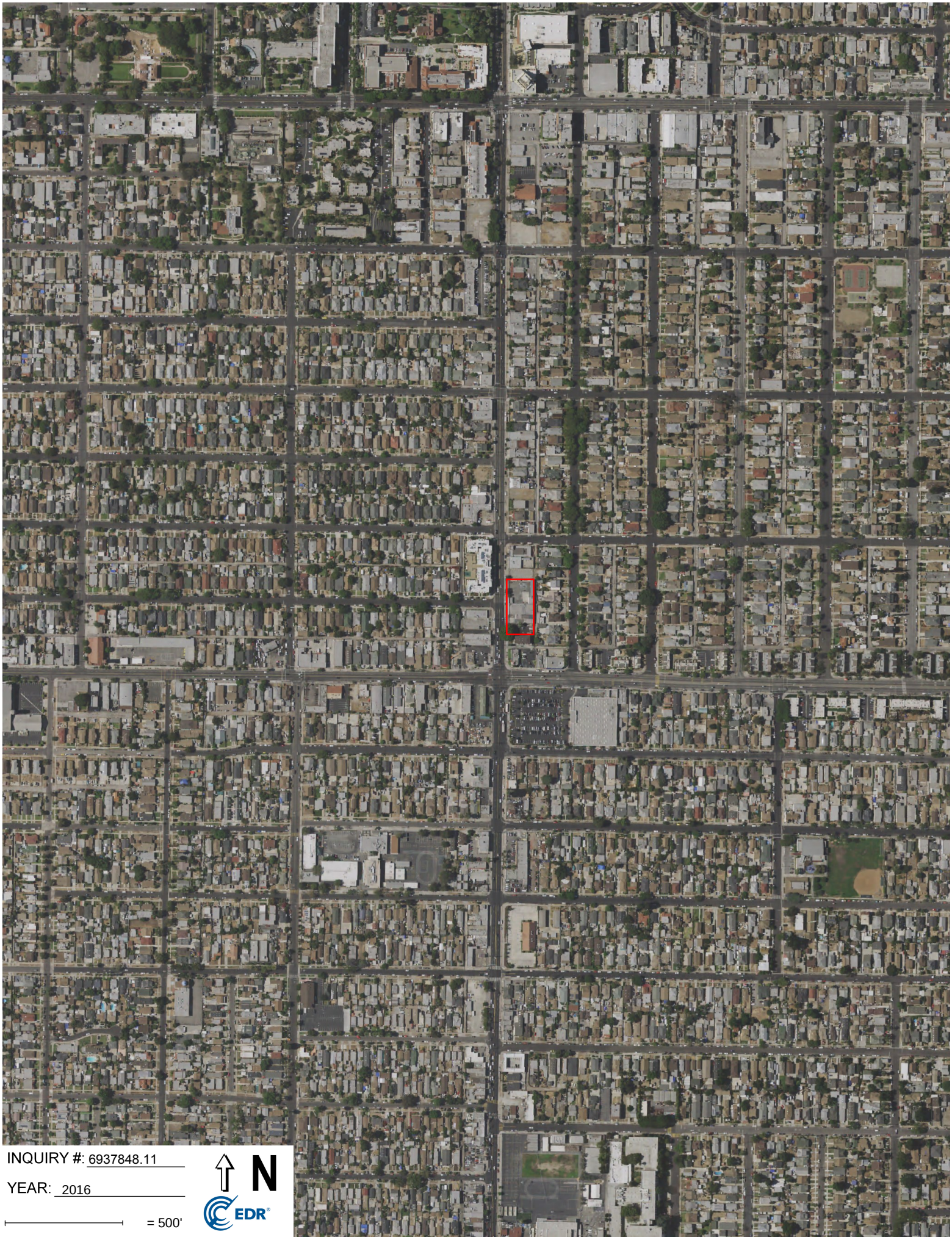
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EDR

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YEAR: 2012
= 500'
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EDR

INQUIRY #: 6937848.11
YEAR: 2009
= 500'
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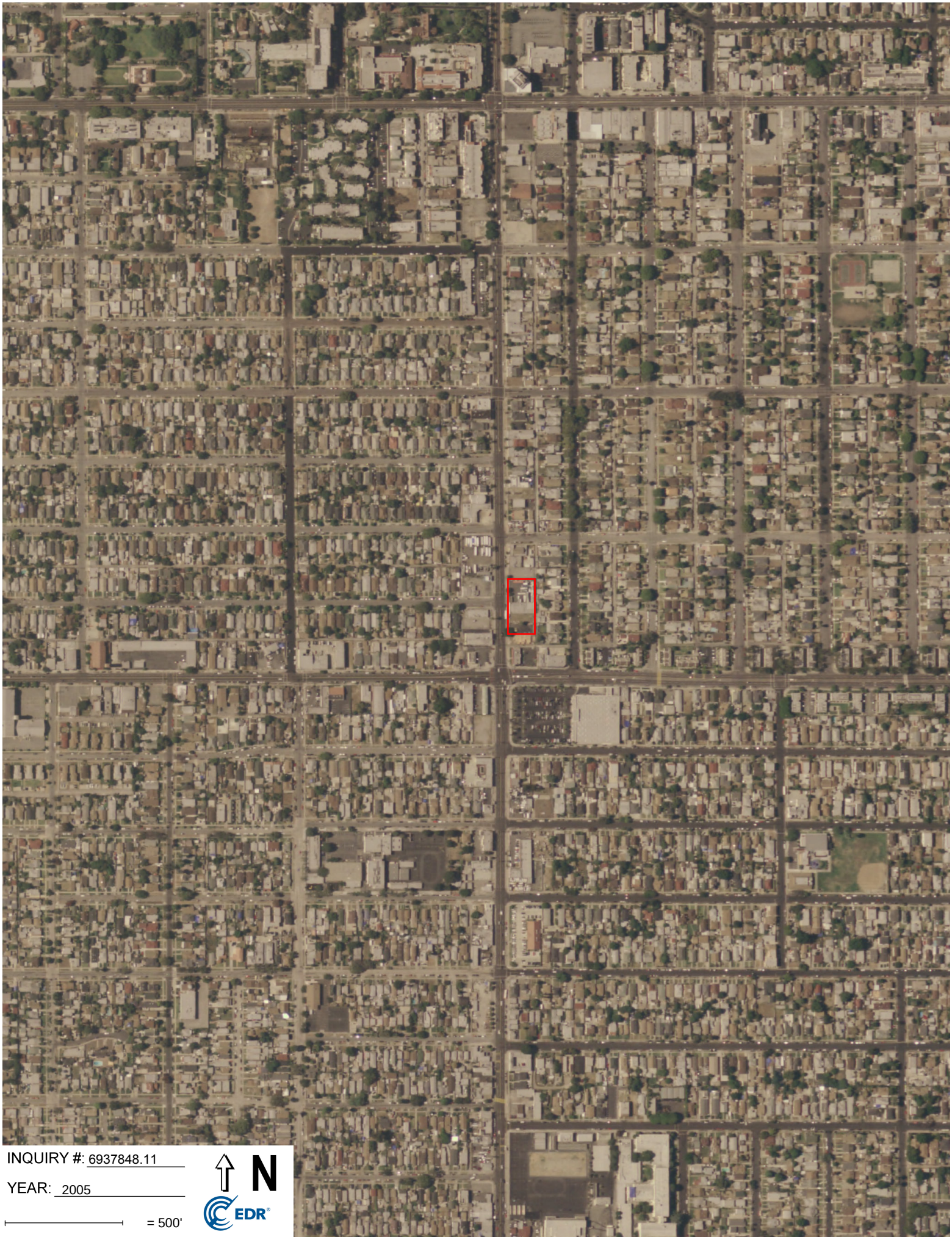
EDR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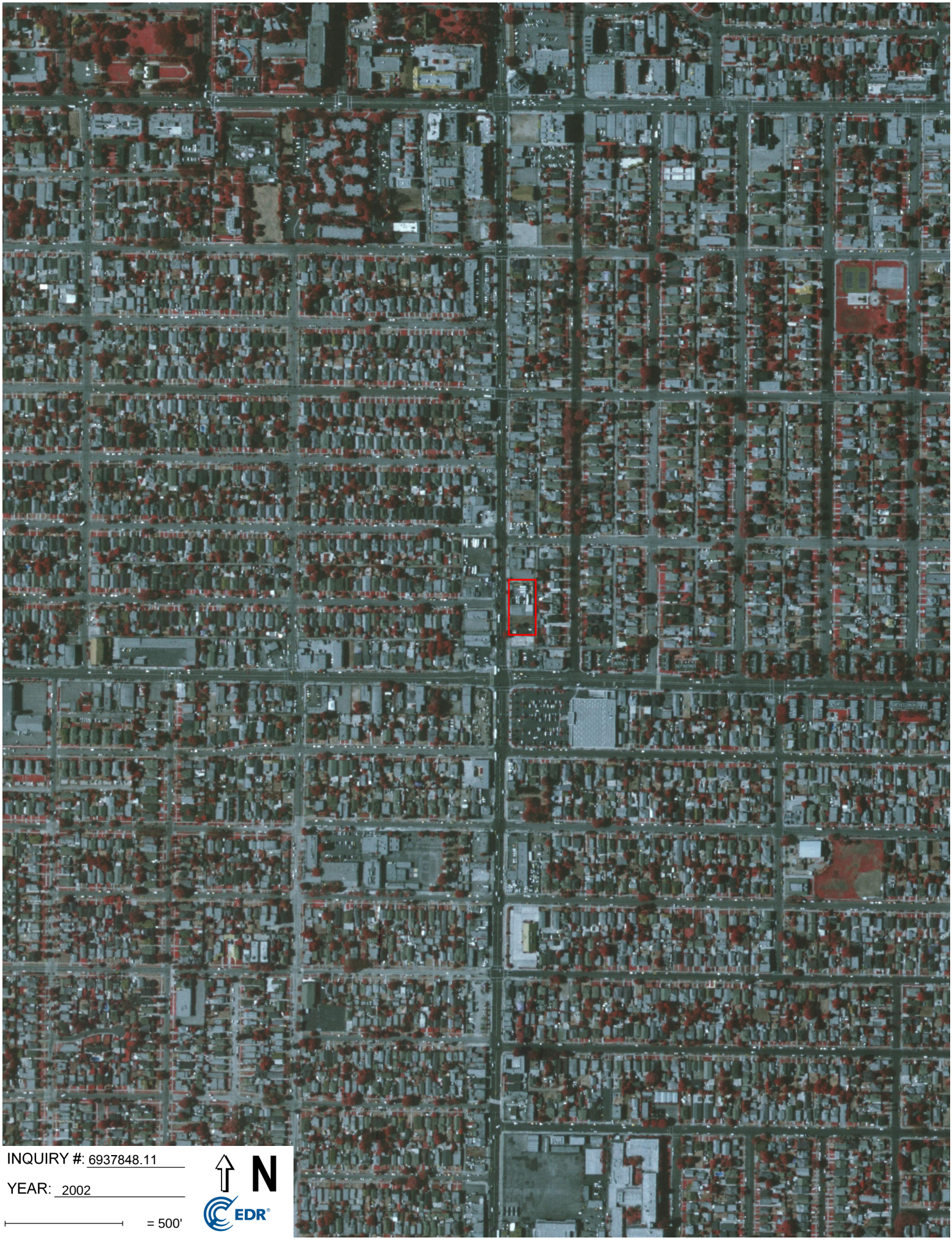
EDR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EDR

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YEAR: 1994

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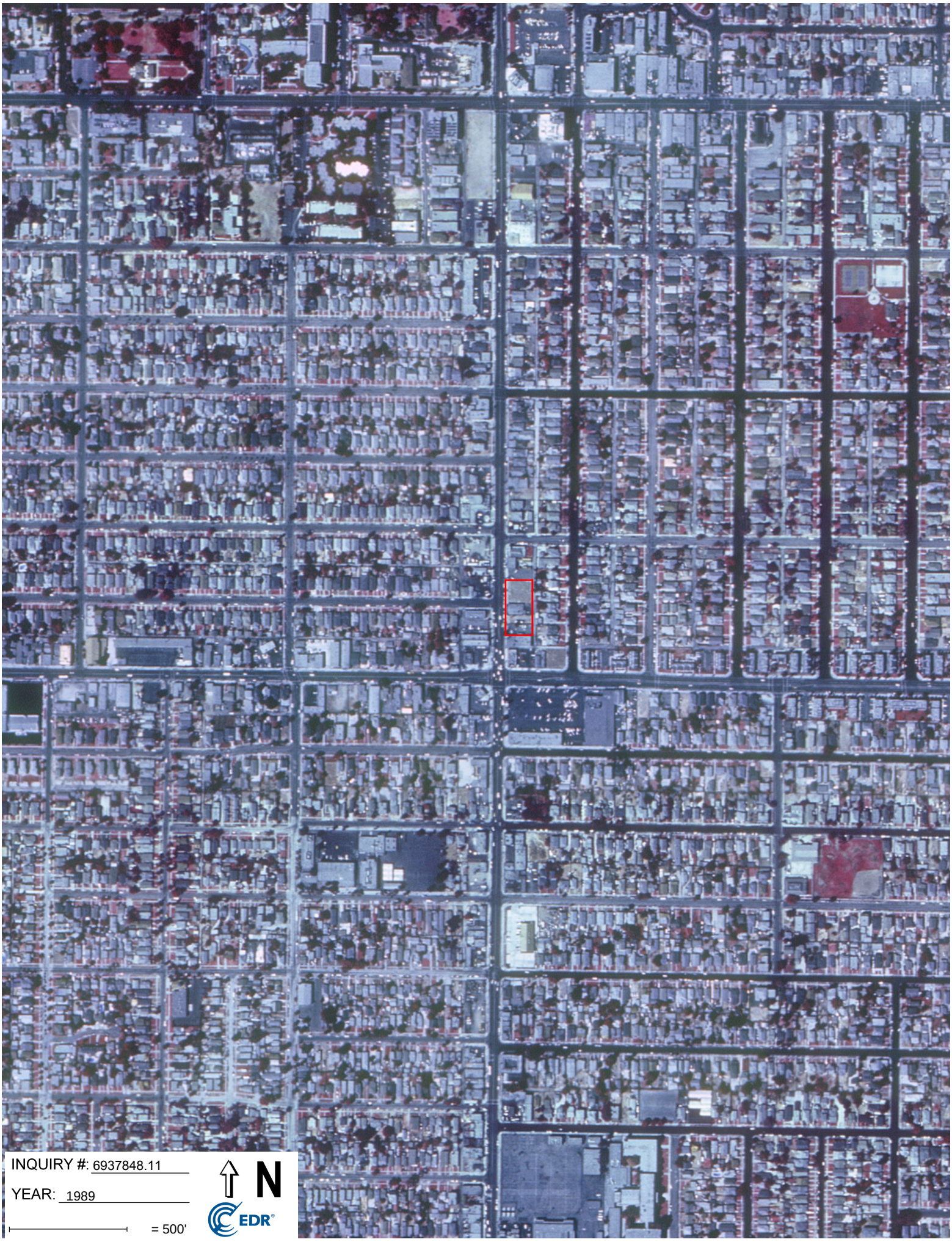
EDR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EDR

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YEAR: 1981
= 500'
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EDR

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YEAR: 1977
= 500'
N
EDR

INQUIRY #: 6937848.11
YEAR: 1970
= 500'
N
EDR

INQUIRY #: 6937848.11
YEAR: 1964
= 500'
N
EDR

INQUIRY #: 6937848.11

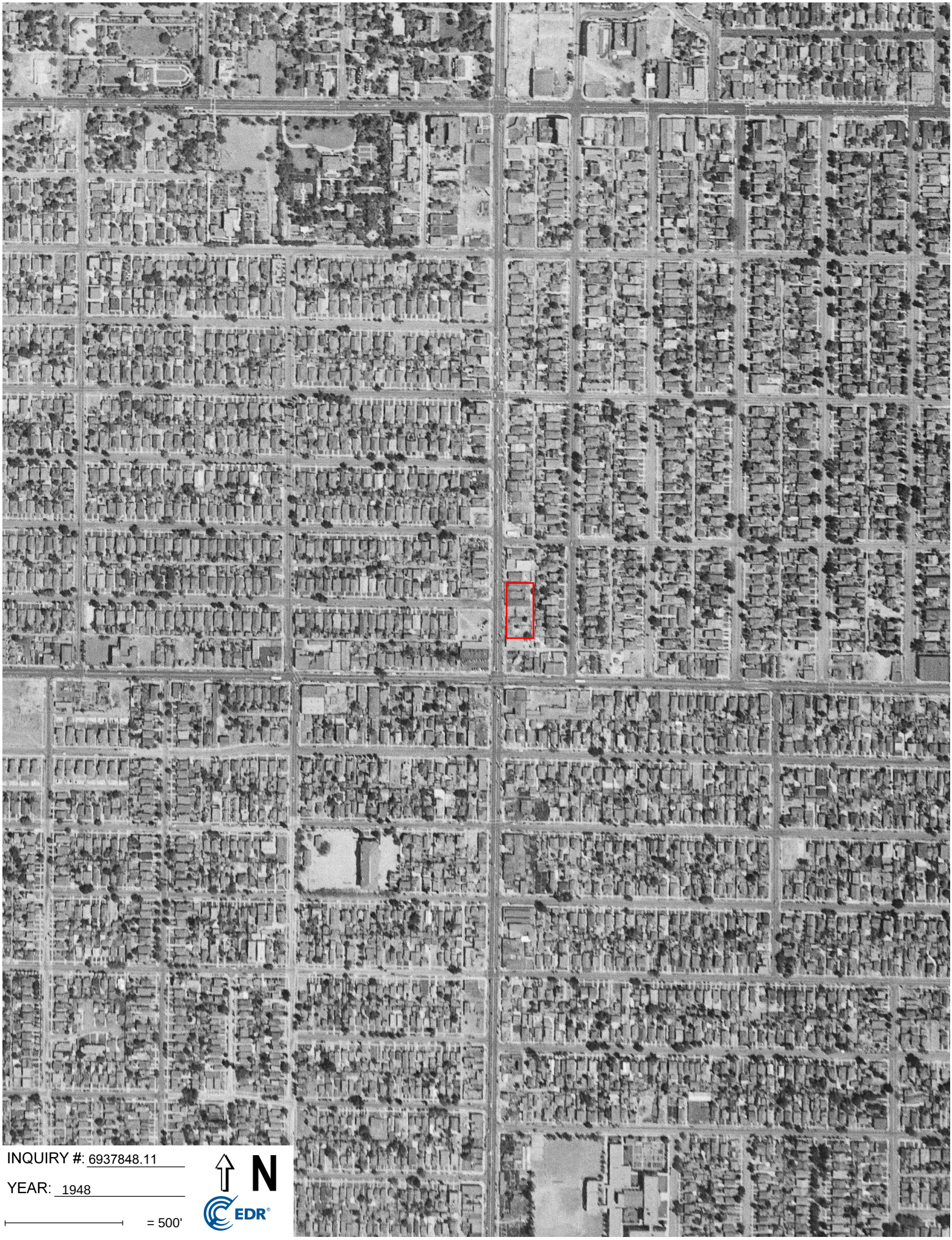
YEAR: 1954

= 500'

N

EDR

INQUIRY #: 6937848.11
YEAR: 1952
= 500'
N
EDR



INQUIRY #: 6937848.11

YEAR: 1948

= 500'

N

EDR

INQUIRY #: 6937848.11

YEAR: 1938

= 500'

N

EDR

INQUIRY #: 6937848.11

YEAR: 1928

= 500'

N

EDR

INQUIRY #: 6937848.11

YEAR: 1923

= 500'

N

EDR

3101 S. Western Ave., Los Angeles, California 9001

3101 S. Western Ave

Los Angeles, CA 90018

Inquiry Number: 6937848.4

April 12, 2022

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

04/12/22

Site Name:

3101 S. Western Ave., Los Ang
3101 S. Western Ave
Los Angeles, CA 90018
EDR Inquiry # 6937848.4

Client Name:

EFI Global Inc.
5261 West Imperial Highway
Los Angeles, CA 90045
Contact: Nicola Wells

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by EFI Global Inc. were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:

P.O.# NA

Project: NA

Coordinates:

Latitude:	34.026279 34° 1' 35" North
Longitude:	-118.30926 -118° 18' 33" West
UTM Zone:	Zone 11 North
UTM X Meters:	379125.96
UTM Y Meters:	3765842.62
Elevation:	162.00' above sea level

Maps Provided:

2018	1926, 1928	1894
2015	1924	
2012	1921	
1991	1920	
1981	1902	
1972	1900	
1966	1898	
1953	1896	

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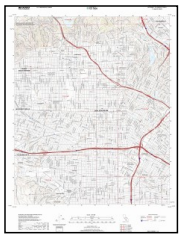
Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2018 Source Sheets



Hollywood
2018
7.5-minute, 24000

2015 Source Sheets

Hollywood
2015
7.5-minute, 24000

2012 Source Sheets

Hollywood
2012
7.5-minute, 24000

1991 Source Sheets

Hollywood
1991
7.5-minute, 24000
Aerial Photo Revised 1978

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1981 Source Sheets

Hollywood
1981
7.5-minute, 24000
Aerial Photo Revised 1978

1972 Source Sheets

Hollywood
1972
7.5-minute, 24000
Aerial Photo Revised 1972

1966 Source Sheets

Hollywood
1966
7.5-minute, 24000
Aerial Photo Revised 1964

1953 Source Sheets

Hollywood
1953
7.5-minute, 24000
Aerial Photo Revised 1952

Topo Sheet Key

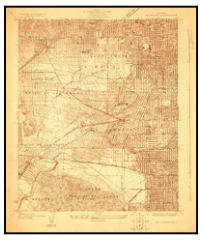
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1926, 1928 Source Sheets

Hollywood
1926
7.5-minute, 24000

Los Angeles
1928
7.5-minute, 24000

1924 Source Sheets

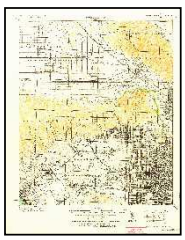


Hollywood
1924
7.5-minute, 24000

1921 Source Sheets

Santa Monica
1921
15-minute, 62500
Aerial Photo Revised 1919

1920 Source Sheets



SANTA MONICA
1920
15-minute, 62500

Topo Sheet Key

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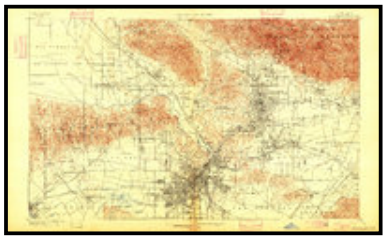
1902 Source Sheets

Santa Monica
1902
15-minute, 62500

1900 Source Sheets



Los Angeles
1900
15-minute, 62500

1898 Source Sheets

Santa Monica
1898
15-minute, 62500

1896 Source Sheets

Santa Monica
1896
15-minute, 62500

Topo Sheet Key

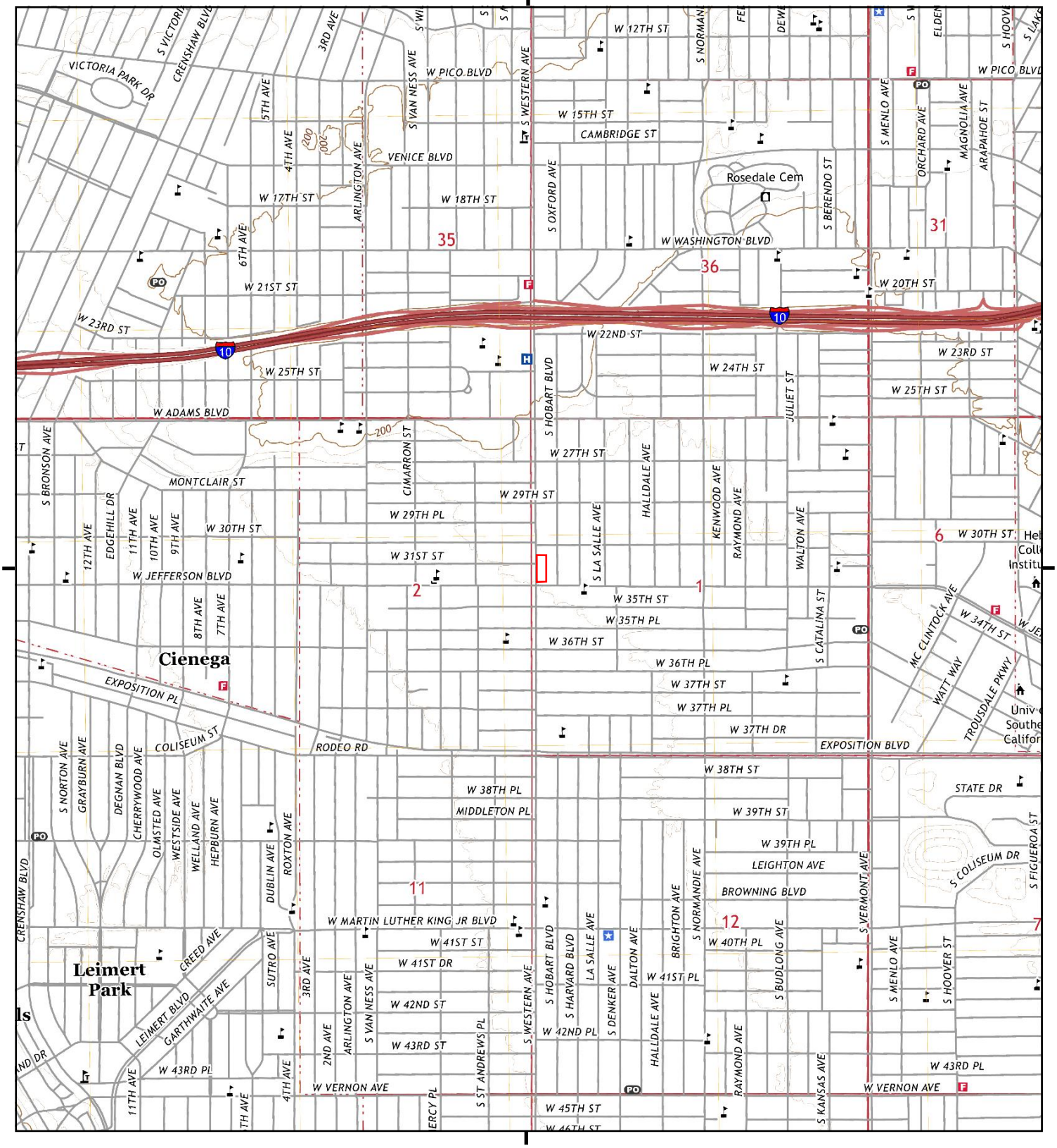
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1894 Source Sheets

Los Angeles
1894
15-minute, 62500

Historical Topo Map

2018



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

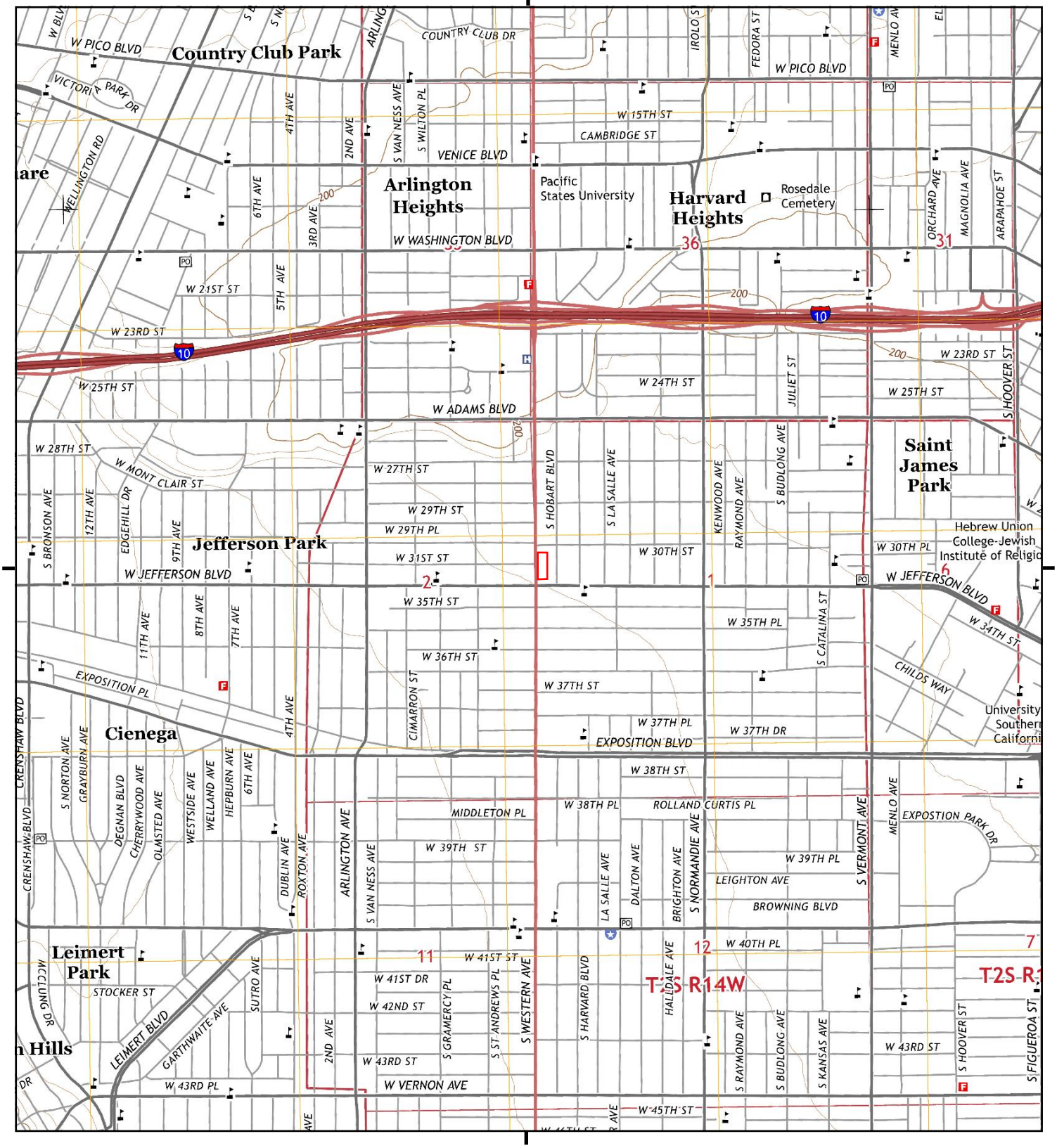
TP, Hollywood, 2018, 7.5-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N

Historical Topo Map

2015



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NW N NE
W E
SW S SE

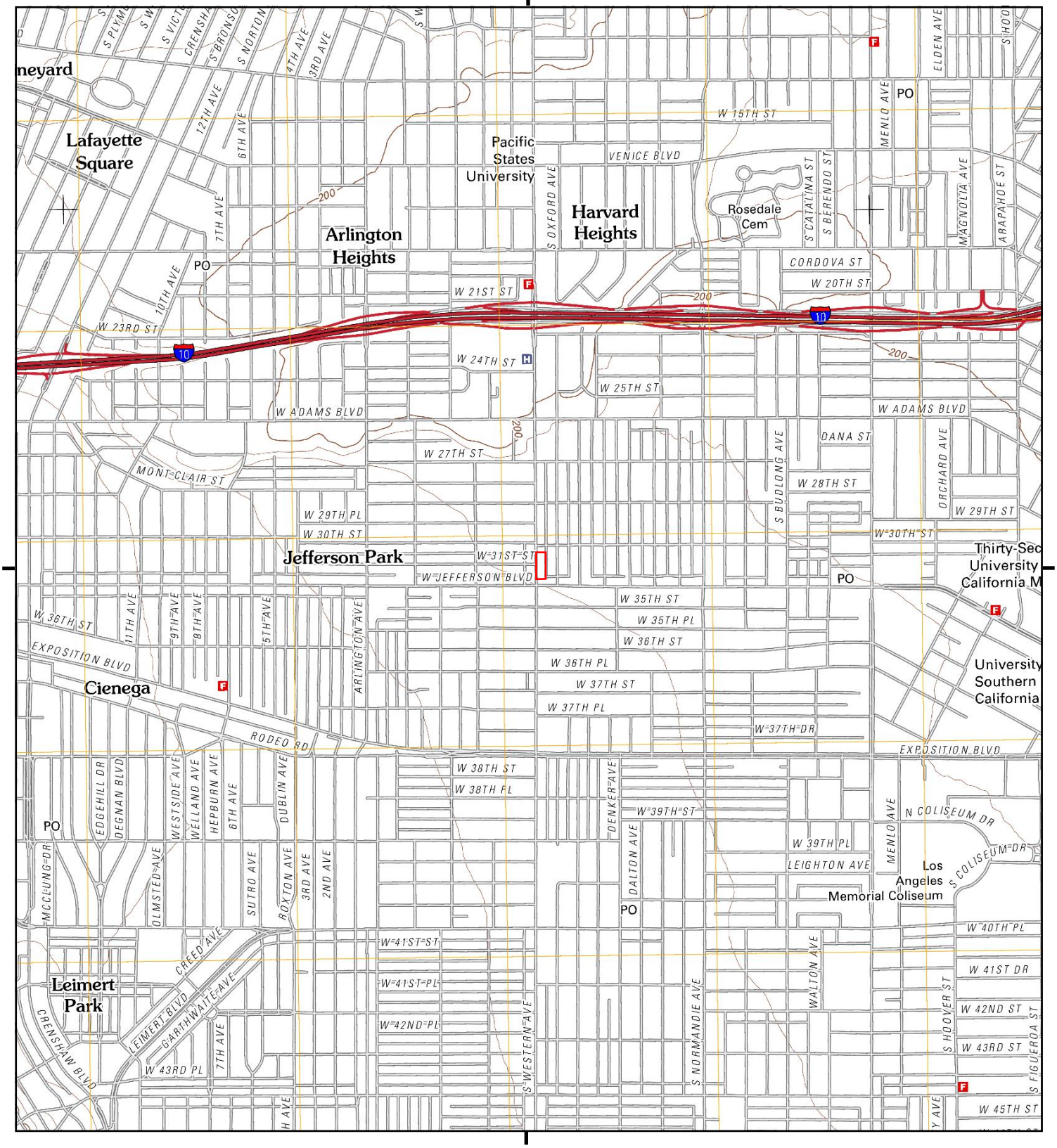
TP, Hollywood, 2015, 7.5-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N

Historical Topo Map

2012



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0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

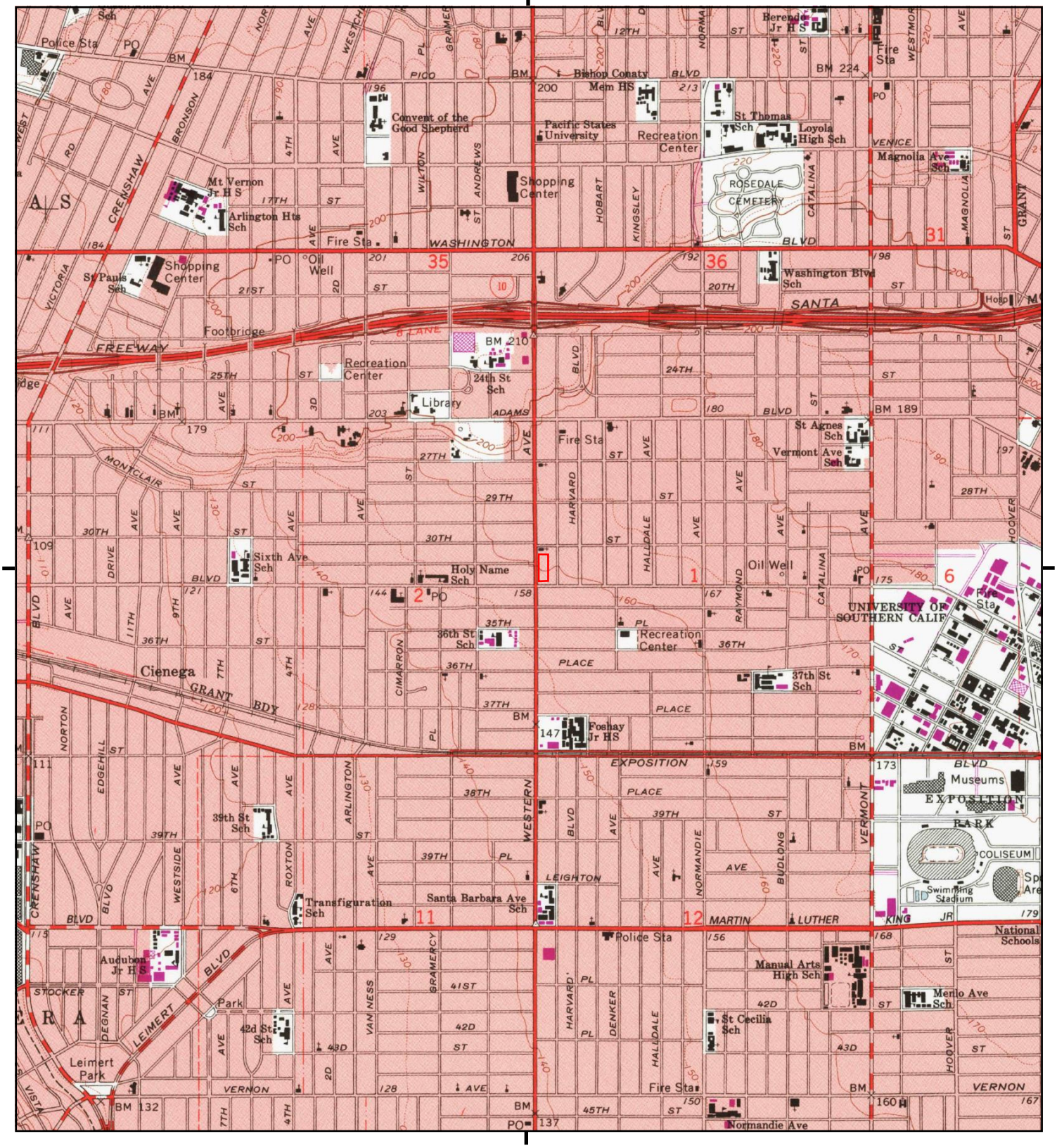
TP, Hollywood, 2012, 7.5-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N

Historical Topo Map

1991



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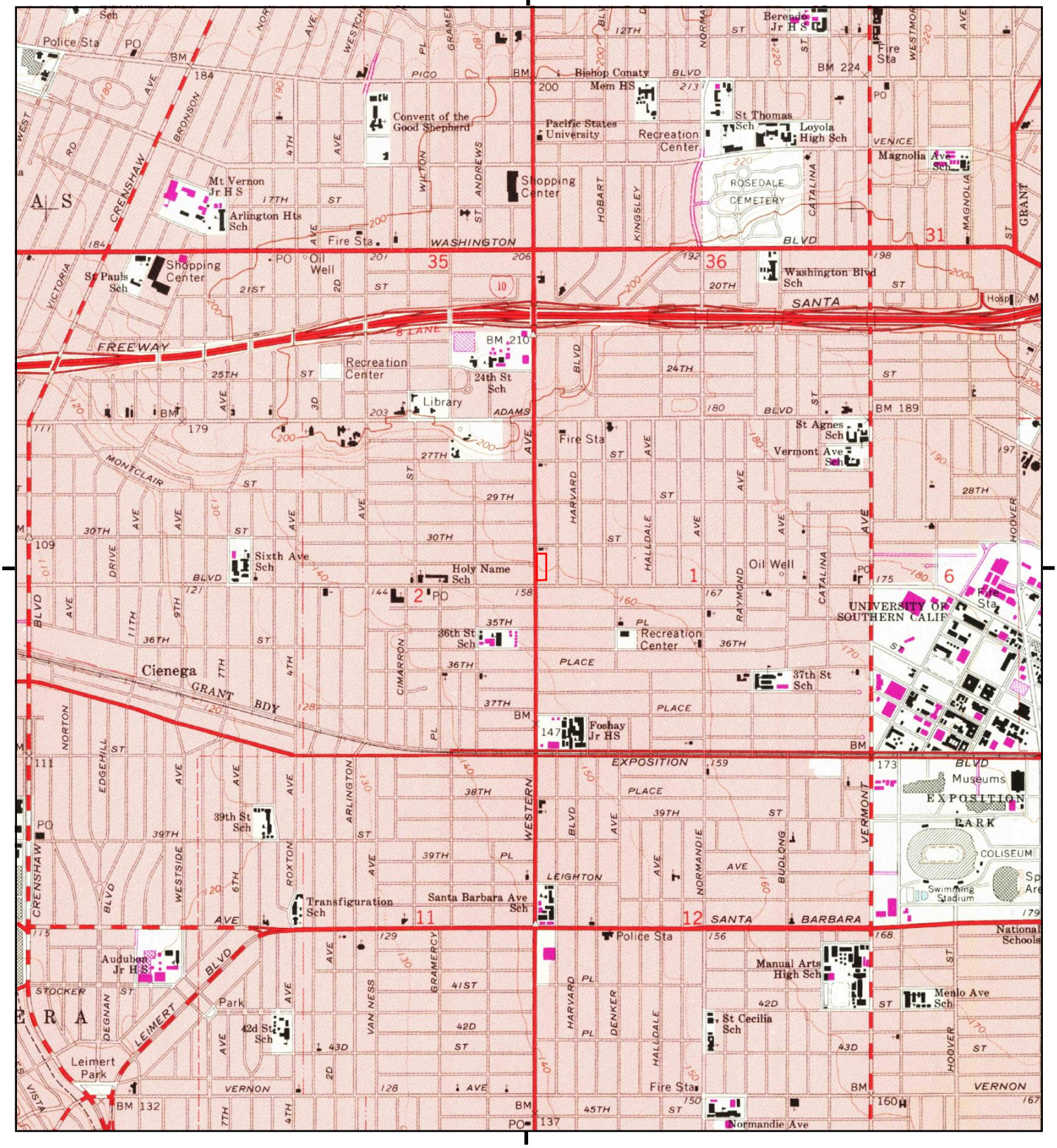
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Hollywood, 1991, 7.5-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

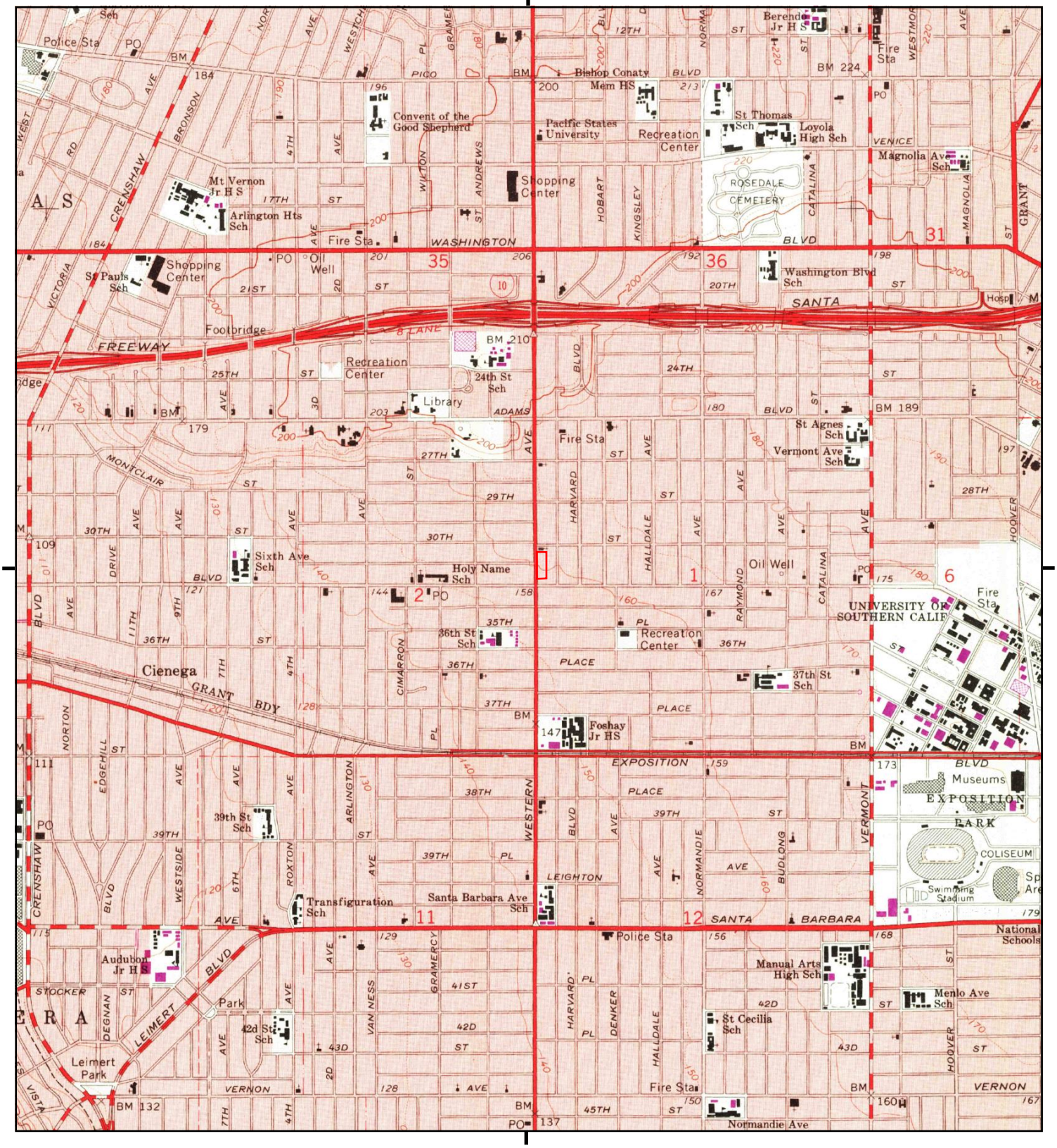
TP, Hollywood, 1981, 7.5-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N

Historical Topo Map

1972



This report includes information from the following map sheet(s).

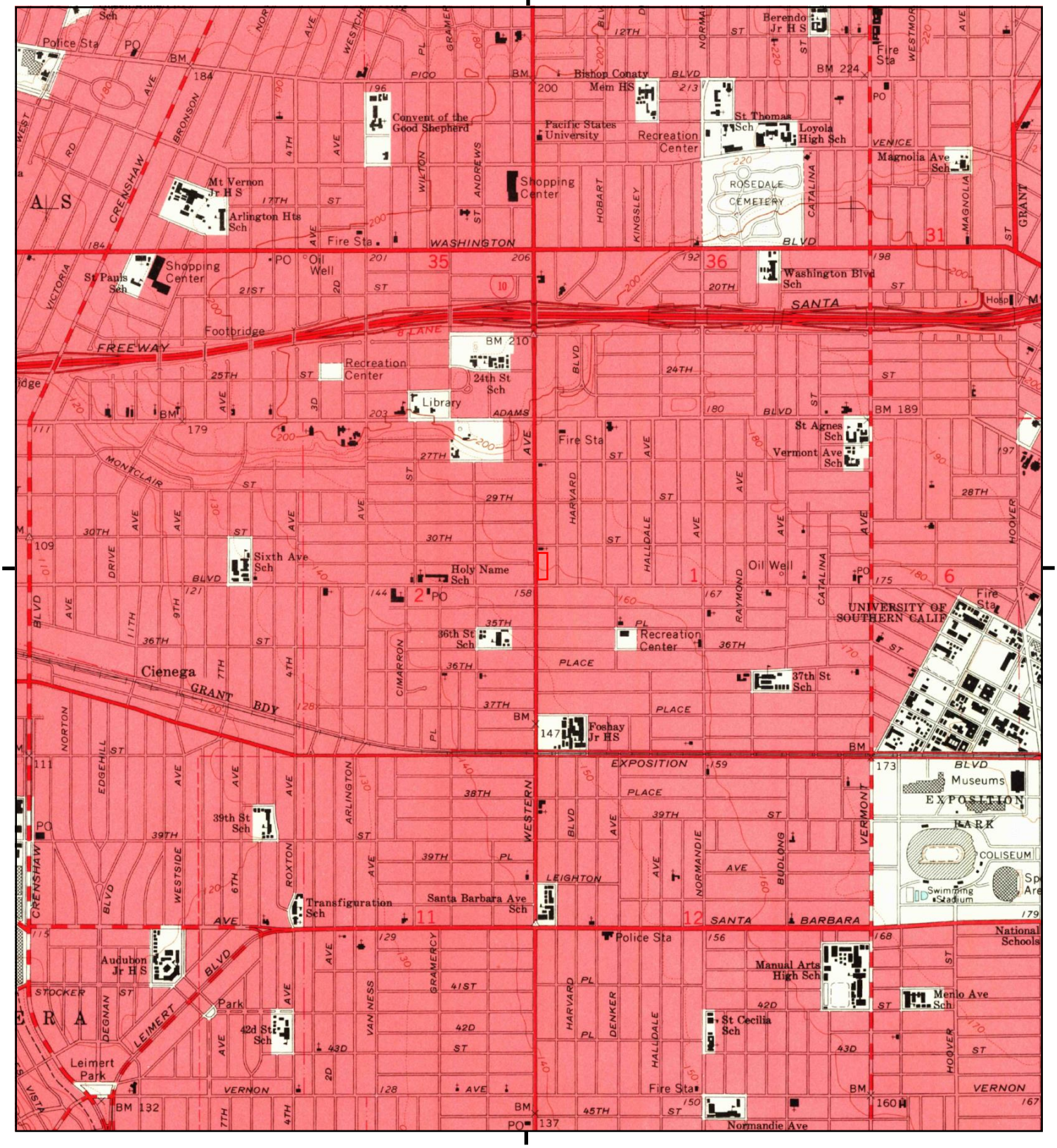
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Hollywood, 1972, 7.5-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

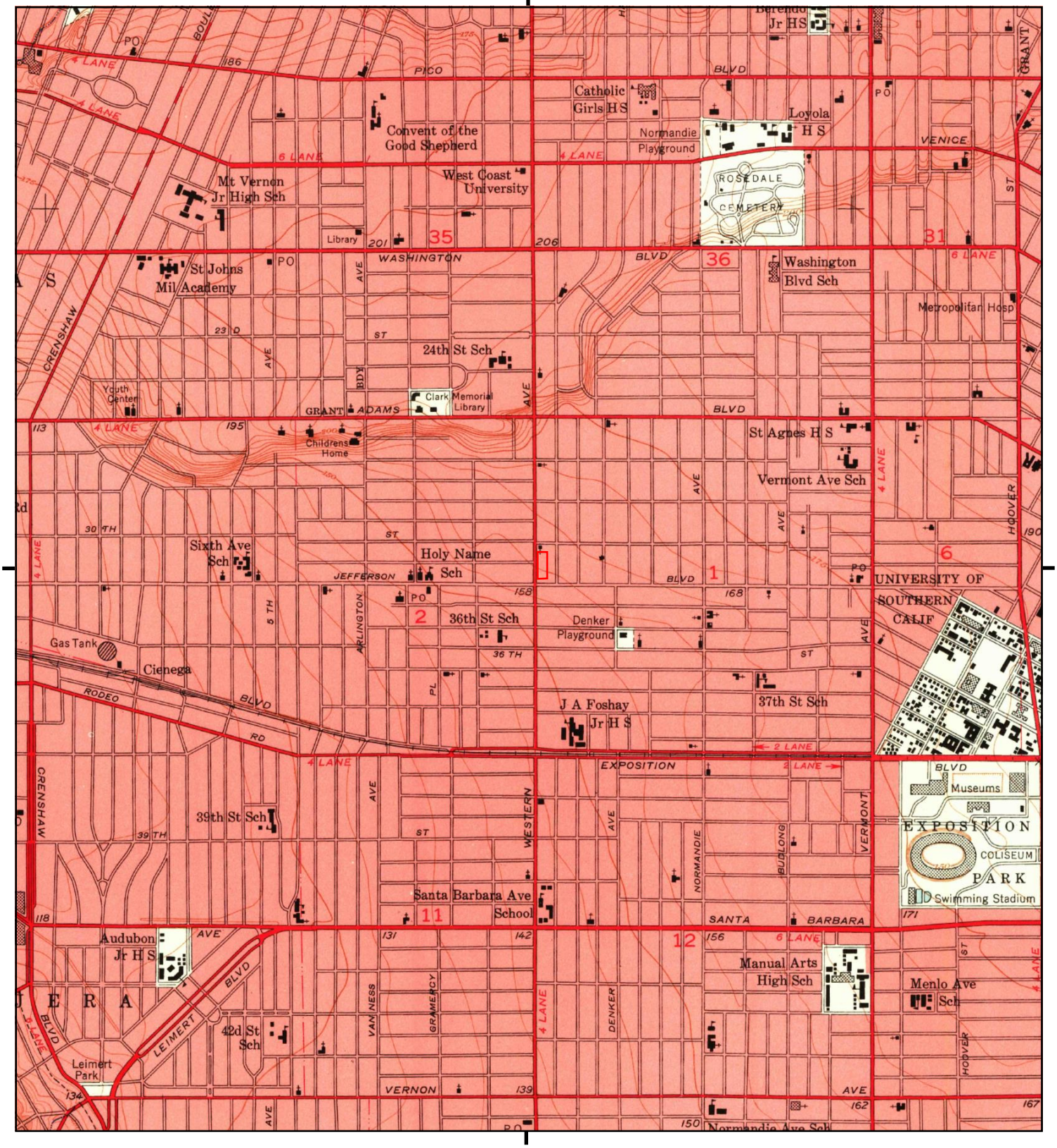
TP, Hollywood, 1966, 7.5-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N

Historical Topo Map

1953



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

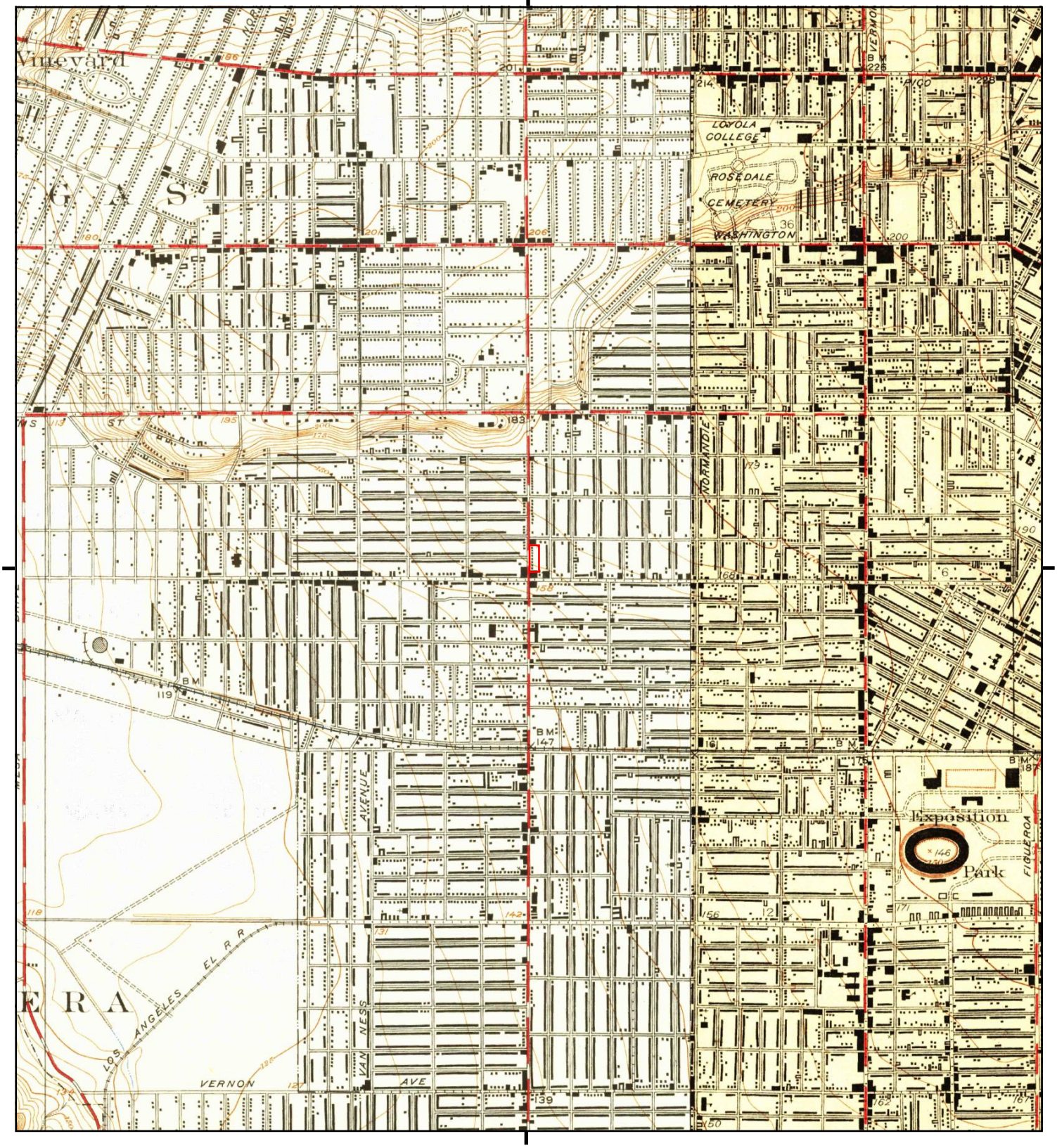
TP, Hollywood, 1953, 7.5-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N

Historical Topo Map

1926, 1928



This report includes information from the following map sheet(s).

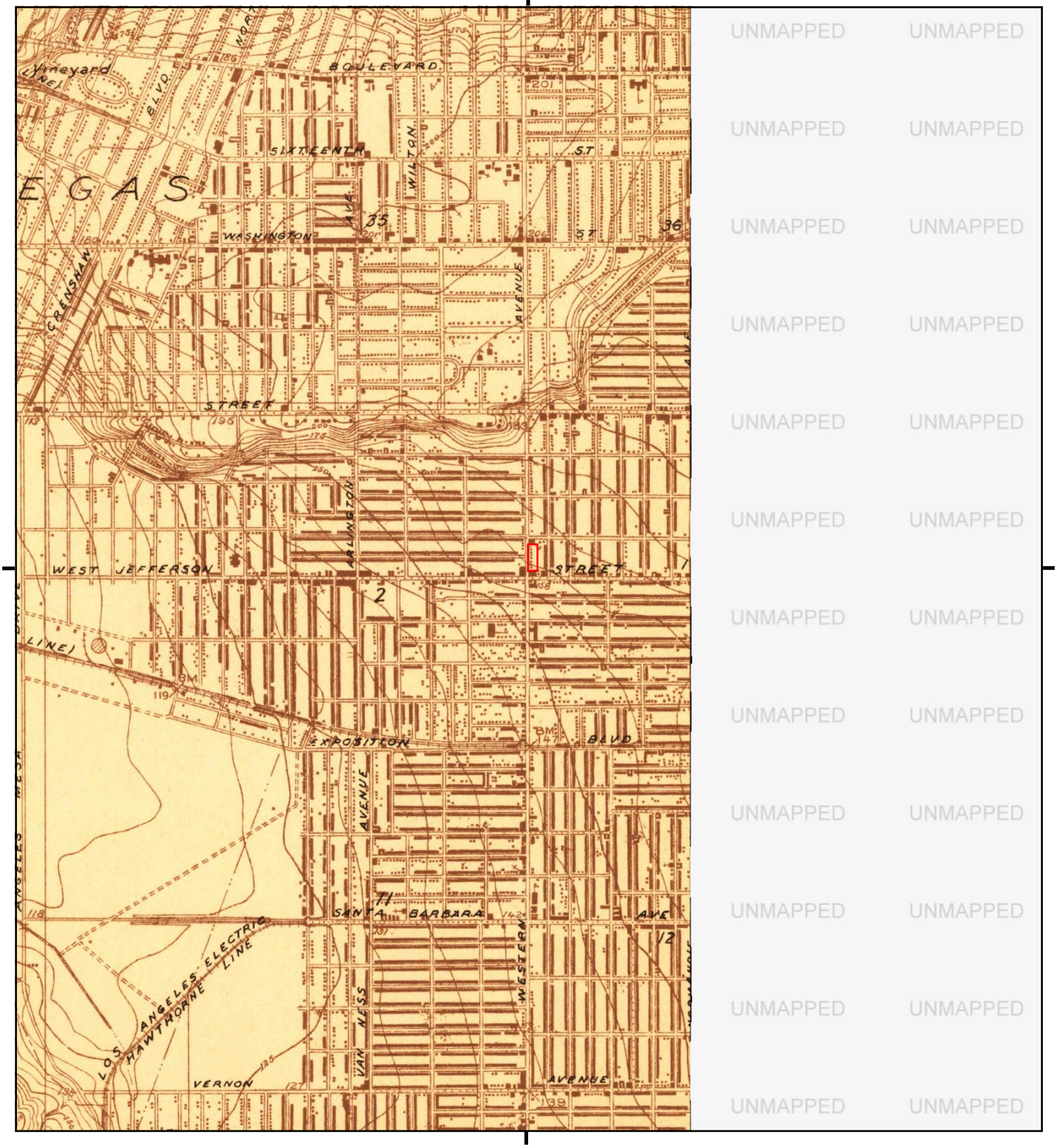
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Hollywood, 1926, 7.5-minute
NE, Los Angeles, 1928, 7.5-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

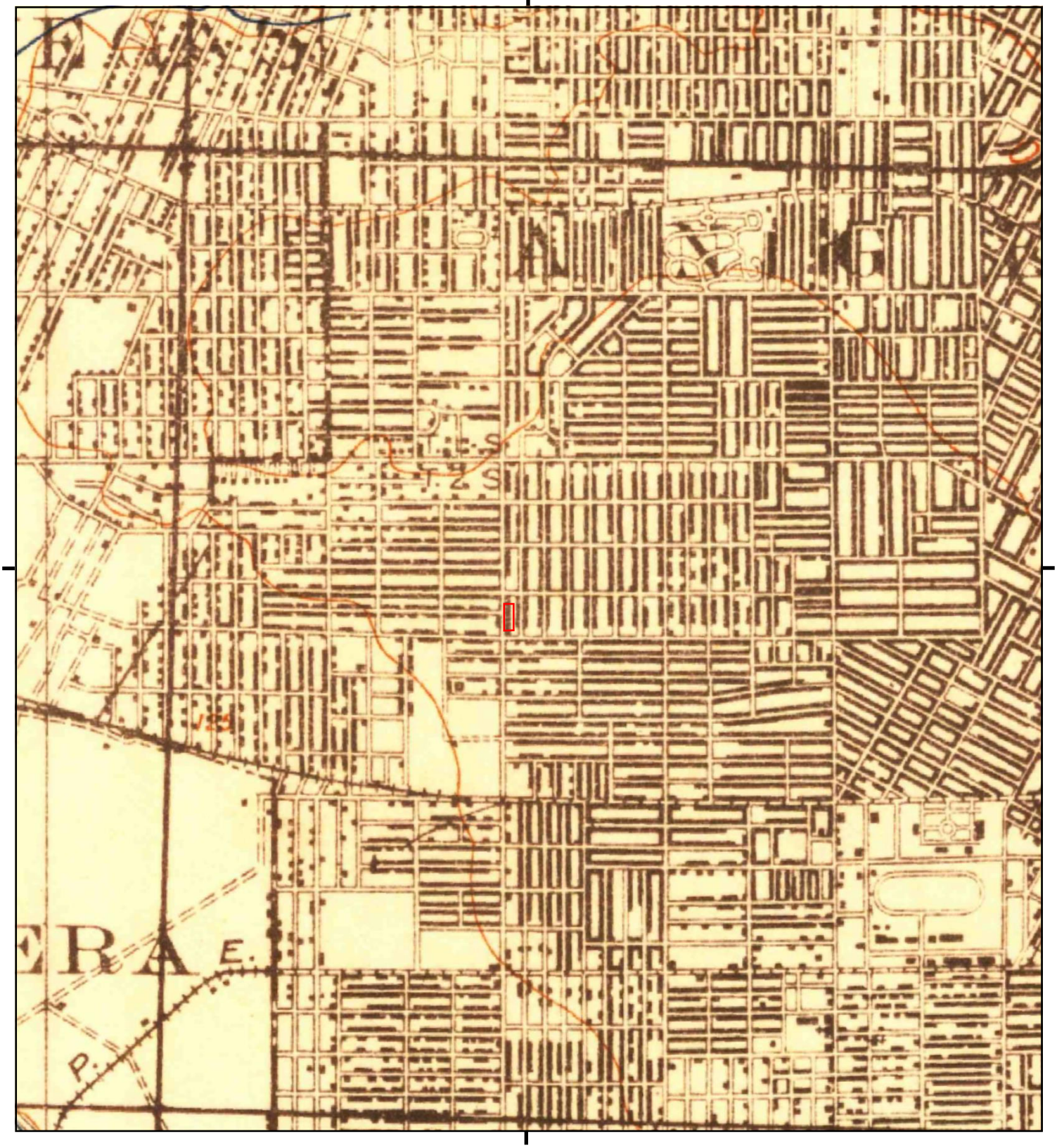
TP, Hollywood, 1924, 7.5-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N

Historical Topo Map

1921



This report includes information from the following map sheet(s).

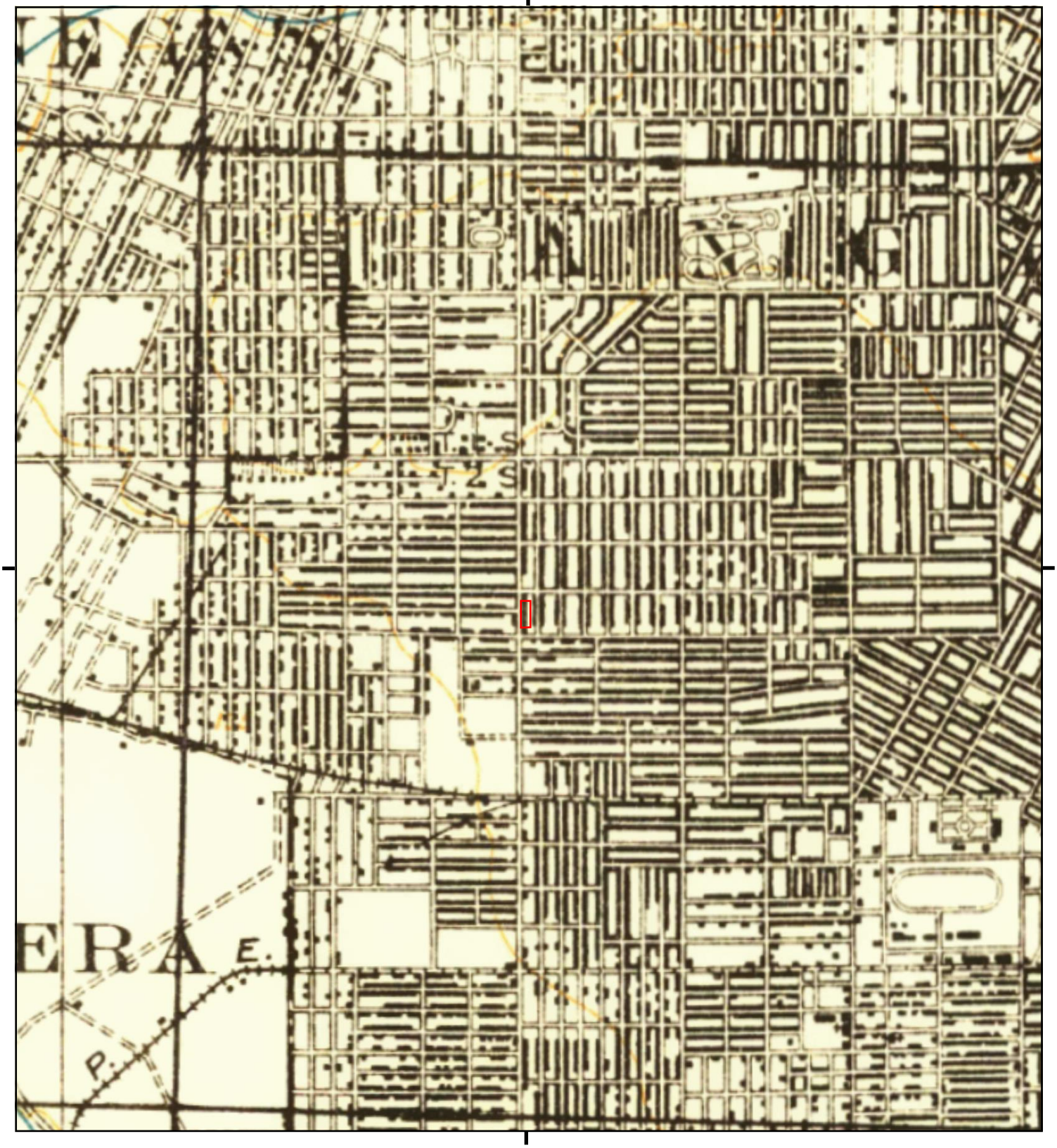
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Santa Monica, 1921, 15-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N



This report includes information from the following map sheet(s).

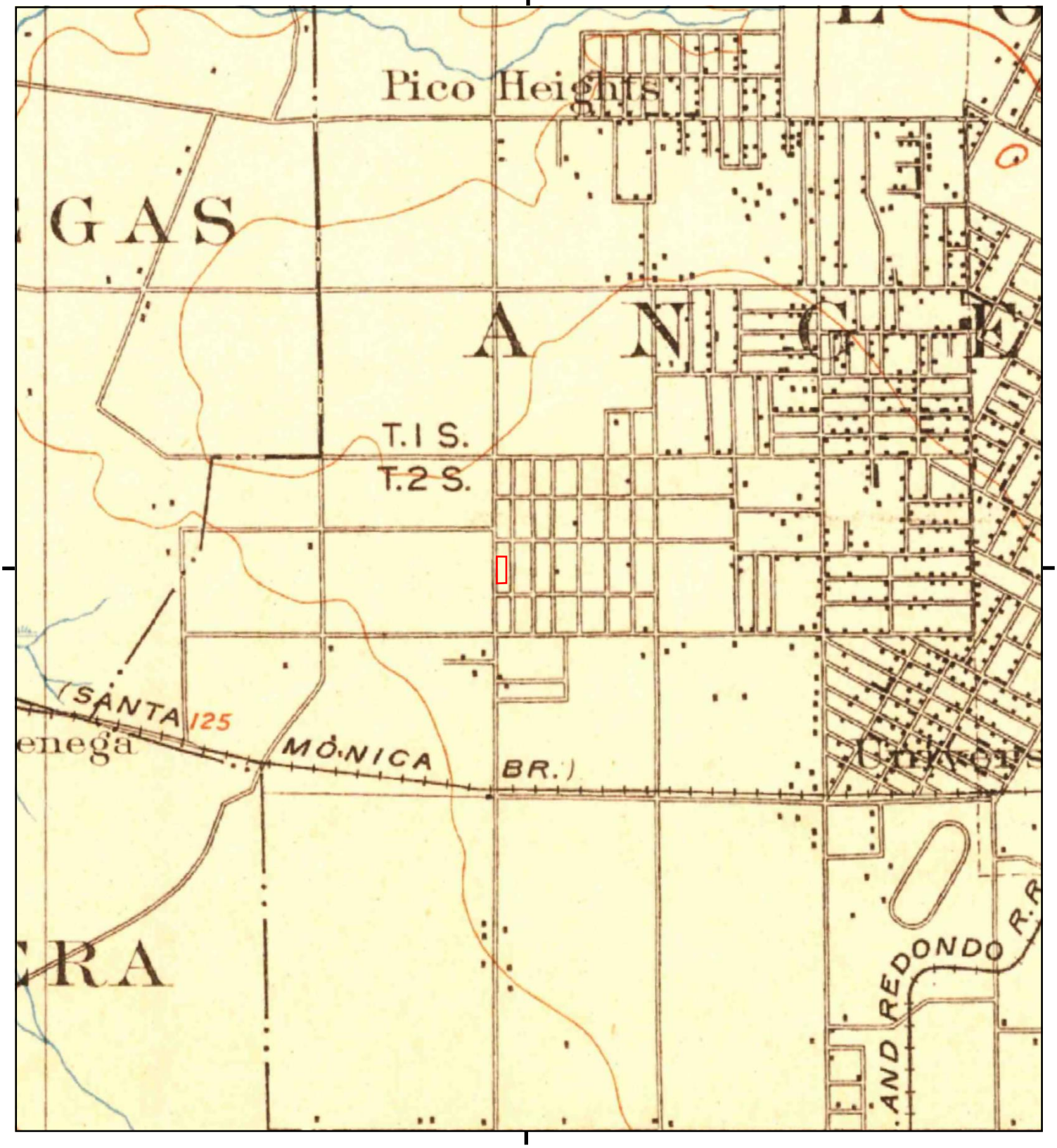
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, SANTA MONICA, 1920, 15-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N



This report includes information from the following map sheet(s).

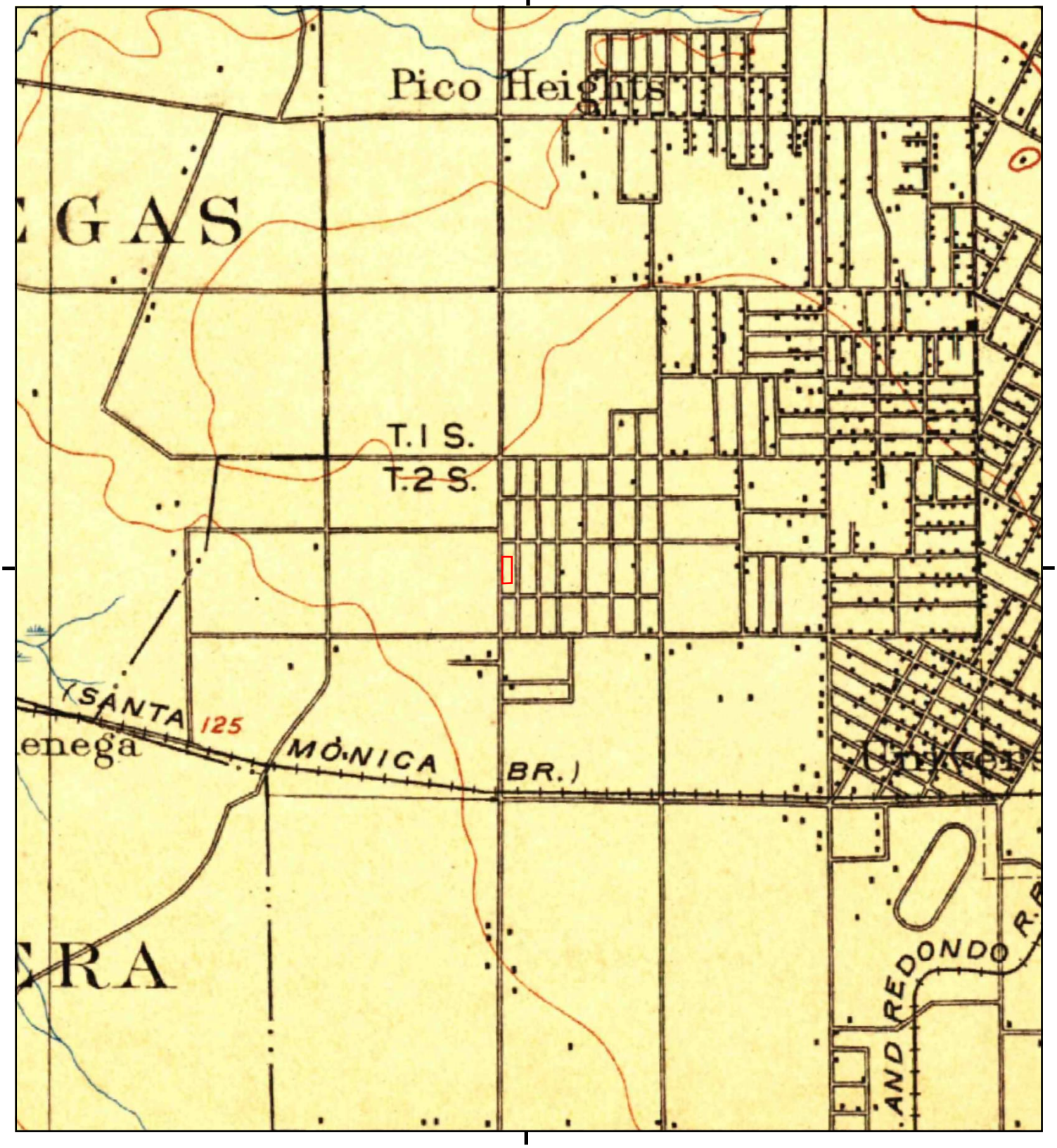
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Santa Monica, 1902, 15-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N



This report includes information from the following map sheet(s).

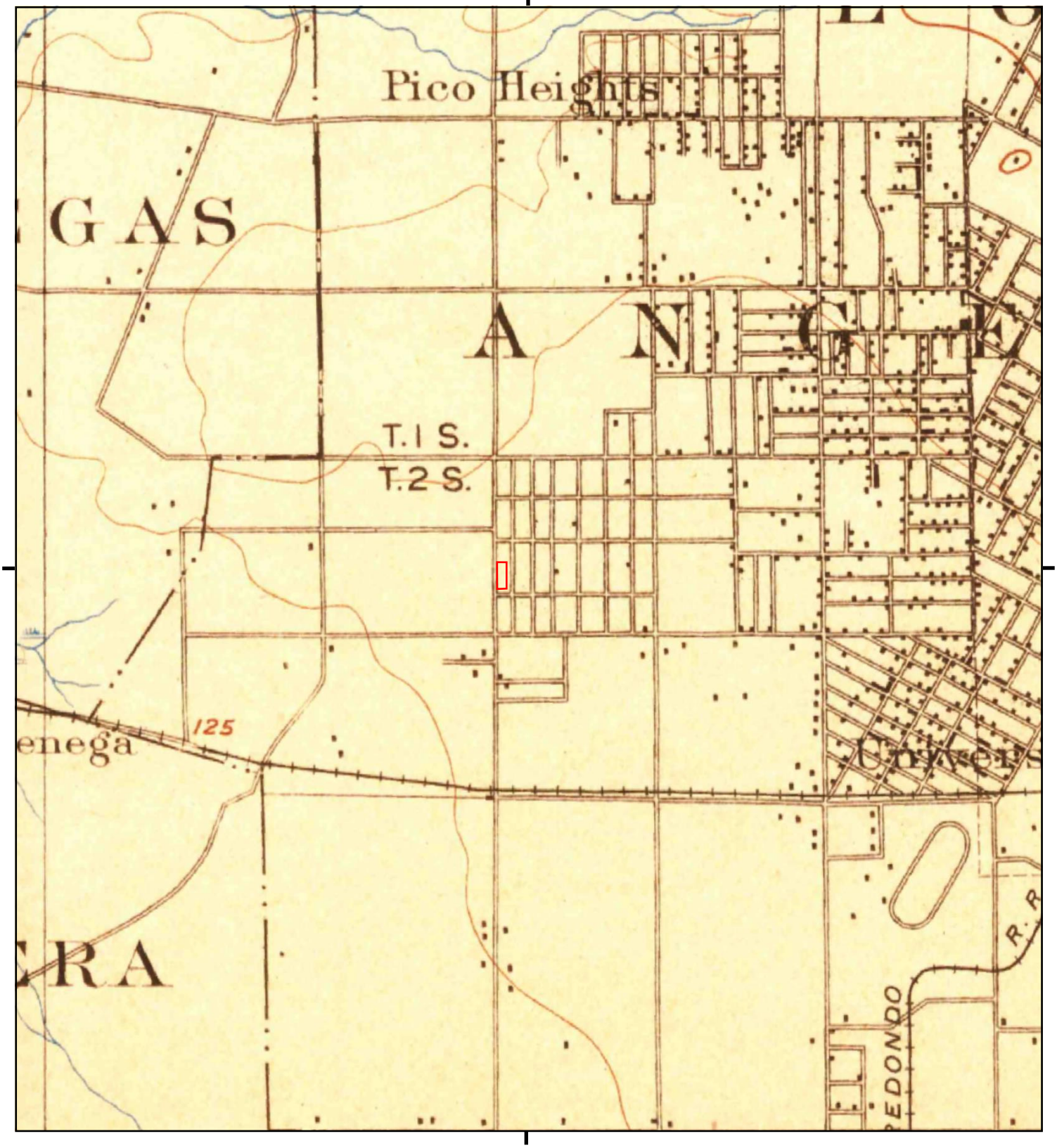
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1900, 15-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N



This report includes information from the following map sheet(s).

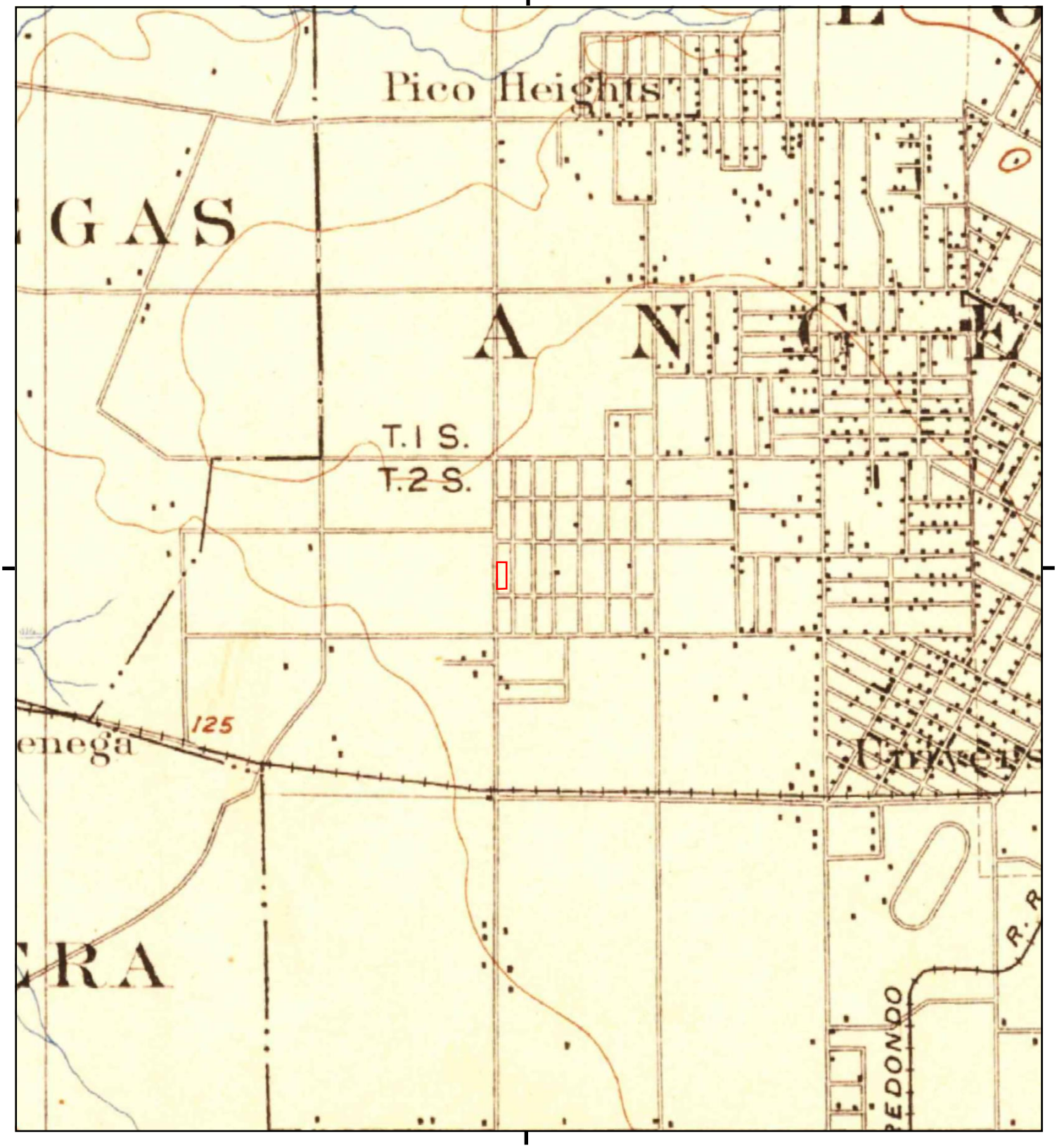
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Santa Monica, 1898, 15-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N



This report includes information from the following map sheet(s).

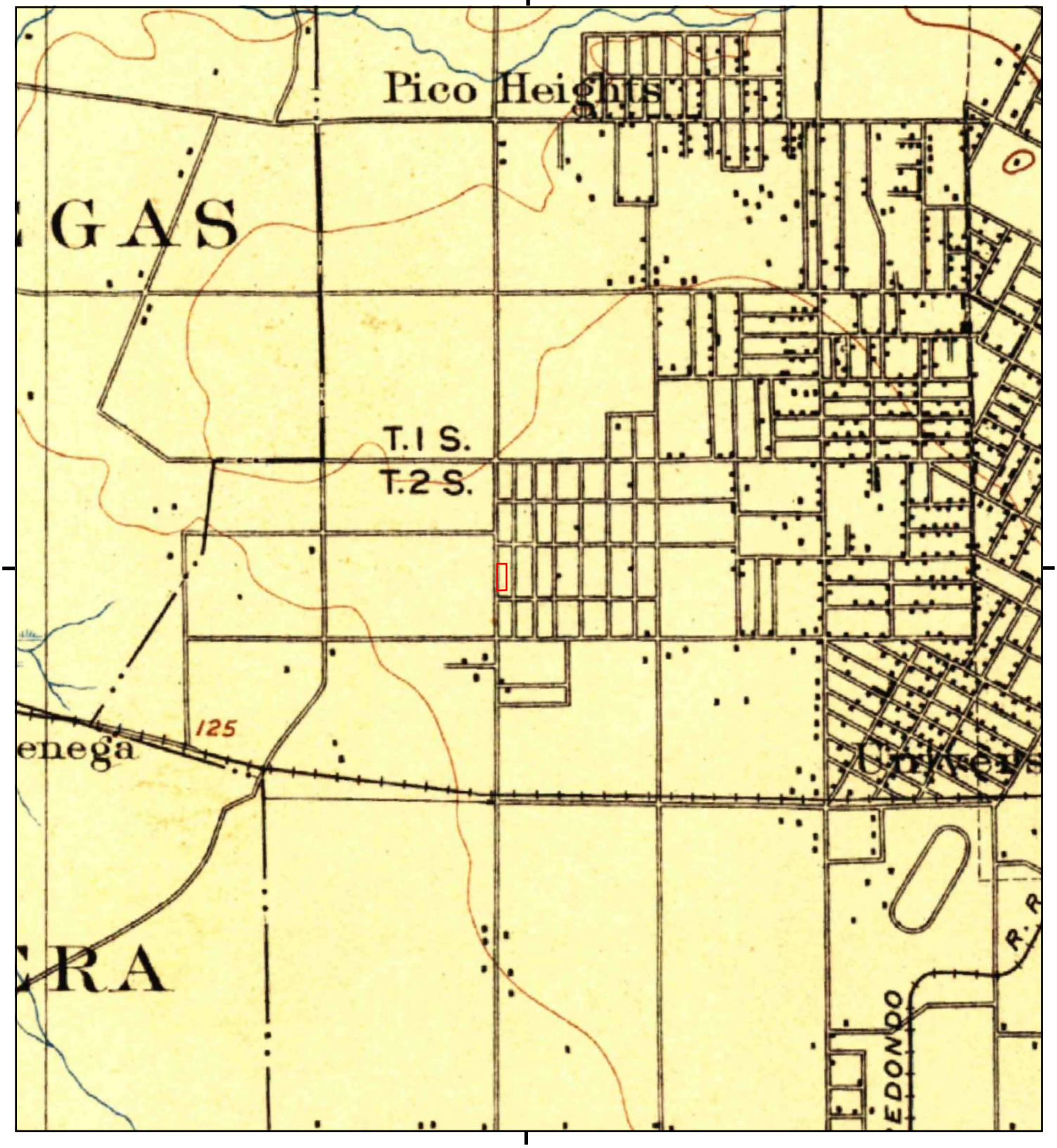
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Santa Monica, 1896, 15-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1894, 15-minute

SITE NAME: 3101 S. Western Ave., Los Angeles, Calif
ADDRESS: 3101 S. Western Ave
Los Angeles, CA 90018
CLIENT: EFI Global Inc.

N

3101 S. Western Ave., Los Angeles, California 9001
3101 S. Western Ave
Los Angeles, CA 90018

Inquiry Number: 6937848.5
April 13, 2022

The EDR-City Directory Abstract

EDR® Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2014. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 332 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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Data by infoUSA®

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

Year	Source	TP	Adjoining	Text Abstract	Source Image
2014	Cole Information Services	-	X	X	-
2009	Cole Information Services	X	X	X	-
2006	Haines Company, Inc	-	X	X	-
2004	Cole Information Services	-	X	X	-
	Cole Information Services	X	X	X	-
	Haines Company	-	-	-	-
	Haines Company	X	-	X	-
2003	Haines & Company	-	-	-	-
2001	Haines & Company, Inc.	-	-	-	-
2000	Haines & Company	-	X	X	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
2000	Haines & Company	X	X	X	-
1999	Cole Information Services	-	X	X	-
	Haines Company	-	-	-	-
1996	GTE	-	-	-	-
1995	Pacific Bell	-	-	-	-
1994	Cole Information Services	X	X	X	-
1992	PACIFIC BELL WHITE PAGES	-	-	-	-
1991	Pacific Bell	-	X	X	-
1990	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1986	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1985	Pacific Bell	-	-	-	-
1981	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1980	Pacific Telephone Co	-	-	-	-
1976	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1975	Pacific Telephone	-	X	X	-
1972	R. L. Polk & Co.	-	-	-	-
1971	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1970	Pacific Telephone	-	X	X	-
1969	Pacific Telephone	-	-	-	-
1967	Pacific Telephone	-	X	X	-
1966	Pacific Telephone	-	X	X	-
1965	GTE	-	-	-	-
1964	Pacific Telephone	-	X	X	-
1963	Pacific Telephone	-	-	-	-
1962	Pacific Telephone	-	X	X	-
1961	R. L. Polk & Co.	-	-	-	-
1960	Pacific Telephone	-	X	X	-
1958	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1957	Pacific Telephone	-	X	X	-
1956	Pacific Telephone	-	-	-	-
1955	R. L. Polk & Co.	-	-	-	-
1954	R. L. Polk & Co.	-	-	-	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1952	Los Angeles Directory Co.	-	-	-	-
1951	Pacific Telephone & Telegraph Co.	-	X	X	-
	Pacific Telephone & Telegraph Co.	X	X	X	-
1950	Pacific Telephone	-	-	-	-
1949	Los Angeles Directory Co.	-	-	-	-
1948	Los Angeles Directory Co.	-	-	-	-
1947	Pacific Directory Co.	-	-	-	-
1946	Southern California Telephone Co	-	-	-	-
1945	The Glendale Directory Co.	-	-	-	-
1944	R. L. Polk & Co.	-	-	-	-
1942	Los Angeles Directory Co.	-	X	X	-
1940	Los Angeles Directory Co.	-	-	-	-
1939	Los Angeles Directory Co.	-	-	-	-
1938	Los Angeles Directory Company Publishers	-	-	-	-
1937	Los Angeles Directory Co.	-	X	X	-
1936	Los Angeles Directory Co.	-	-	-	-
1935	Los Angeles Directory Co.	-	-	-	-
1934	Los Angeles Directory Co.	-	-	-	-
1933	Los Angeles Directory Co.	-	X	X	-
1932	Los Angeles Directory Co.	-	-	-	-
1931	Los Angeles Directory Company Publishers	-	-	-	-
1930	Los Angeles Directory Co.	-	-	-	-
1929	Los Angeles Directory Co.	-	X	X	-
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.	-	-	-	-

EXECUTIVE SUMMARY

SELECTED ADDRESSES

The following addresses were selected by the client, for EDR to research. An "X" indicates where information was identified.

Address	*Type*	*Findings*
3105 S. Western Ave	Client Entered	
2018 W 31ST ST	Client Entered	X
2019 W 31ST ST	Client Entered	X
3023 S WESTERN	Client Entered	X
3022 S WESTERN AVE	Client Entered	X
3100 S WESTERN AVE	Client Entered	X
3104 S WESTERN AVE	Client Entered	X
3112 S WESTERN AVE	Client Entered	X

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

3101 S. Western Ave
Los Angeles, CA 90018

FINDINGS DETAIL

Target Property research detail.

S WESTERN AVE

3101 S WESTERN AVE

Year	*Uses*	*Source*
2009	ACT WRIGHT	Cole Information Services
2004	OCCUPANT UNKNOWN	Cole Information Services
1994	KP MEDICAL CTR	Cole Information Services
	MICHELLE TURNER	Cole Information Services
1990	PERRY KEITH O DR	Pacific Bell
1986	SPEARS BYRON R DDS	Pacific Bell
1981	BEEGEE RECORD CO	Pacific Telephone
	RECORDS	Pacific Telephone
	SPEARS BYRON R DDS	Pacific Telephone
1976	BEEGEE RECORD CO	Pacific Telephone
	Pacific Western Dental Laboratories	Pacific Telephone
	Spears Byron R DDS	Pacific Telephone
	Williams Wendell A DDS	Pacific Telephone
1971	Spears Byron R DDS	Pacific Telephone
1958	Genesee Freeze Inc	Pacific Telephone
	Red Hut Broiler	Pacific Telephone

WESTERN AVE S

3101 WESTERN AVE S

Year	*Uses*	*Source*
2000	MURRAY Addie	Haines & Company
1951	S Westrn Av Red Hut Broiler	Pacific Telephone & Telegraph Co.

FINDINGS

Year	Uses	Source
1951	S Westrn Genesee Freeze Inc	Pacific Telephone & Telegraph Co.

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

31ST ST

2022 31ST ST

Year	Uses	Source
2006	a HERRERA Hugo	Haines Company, Inc

2023 31ST ST

Year	Uses	Source
2006	SPEARS Dolores	Haines Company, Inc

2027 31ST ST

Year	Uses	Source
2006	MANZANO Juana	Haines Company, Inc

2028 31ST ST

Year	Uses	Source
2006	THOMAS Consuella	Haines Company, Inc

2029 31ST ST

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc

2032 31ST ST

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc

2033 31ST ST

Year	Uses	Source
2006	a CALIDONIO Rafael	Haines Company, Inc

2034 31ST ST

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc

FINDINGS

2035 31ST ST

Year	Uses	Source
2006	&ROMEROAgustn	Haines Company, Inc

2037 31ST ST

Year	Uses	Source
2006	MORALES Jose	Haines Company, Inc
	RIVERA David	Haines Company, Inc

31ST ST W

2019 31ST ST W

Year	Uses	Source
1951	W 31st Mitchell C W r	Pacific Telephone & Telegraph Co.

2022 31ST ST W

Year	Uses	Source
1951	W 31st Pettus Junius r	Pacific Telephone & Telegraph Co.
	W 31st Harper Beulah r	Pacific Telephone & Telegraph Co.

2023 31ST ST W

Year	Uses	Source
1951	W 31st Downes Wm r	Pacific Telephone & Telegraph Co.

2028 31ST ST W

Year	Uses	Source
1951	W 31st Webb Claudie M Mrs r	Pacific Telephone & Telegraph Co.

2029 31ST ST W

Year	Uses	Source
1951	W 31st Mitchell Cecil Mrs r	Pacific Telephone & Telegraph Co.

2033 31ST ST W

Year	Uses	Source
1951	W 31st Harada Shigetaka r	Pacific Telephone & Telegraph Co.

2034 31ST ST W

Year	Uses	Source
1951	W 31st Knight Jos P r	Pacific Telephone & Telegraph Co.

FINDINGS

HOBART BLVD S

3067 HOBART BLVD S

Year	Uses	Source
2000	RICHARDSON Ira M	Haines & Company
	LOCKHART Earl	Haines & Company

3102 HOBART BLVD S

Year	Uses	Source
1951	S Hobrt Crowder Grandville r	Pacific Telephone & Telegraph Co.
	S Hobrt Bl Burnett Anna r	Pacific Telephone & Telegraph Co.

3103 HOBART BLVD S

Year	Uses	Source
2000	XXXX	Haines & Company
1951	S Hobrt Evans Norman r	Pacific Telephone & Telegraph Co.
	S Hobrt Bl Swanson Lucille r	Pacific Telephone & Telegraph Co.
	S Hobrt Thames J C r	Pacific Telephone & Telegraph Co.

3106 HOBART BLVD S

Year	Uses	Source
2000	LOFTON Alma	Haines & Company
1951	S Hobrt Lofton F C r	Pacific Telephone & Telegraph Co.

3107 HOBART BLVD S

Year	Uses	Source
1951	S Hobrt Contreras Lucille r	Pacific Telephone & Telegraph Co.

3108 HOBART BLVD S

Year	Uses	Source
2000	GARNETT Lestar	Haines & Company
1951	S Hobrt Scott Fred D r	Pacific Telephone & Telegraph Co.

3110 HOBART BLVD S

Year	Uses	Source
2000	XXXX	Haines & Company

FINDINGS

3112 HOBART BLVD S

Year	Uses	Source
2000	JONES Kirk	Haines & Company
1951	S Hobrt Cook Morris Mrs r	Pacific Telephone & Telegraph Co.

3113 HOBART BLVD S

Year	Uses	Source
2000	VIELMA Fernando	Haines & Company
1951	S Hobrt Senegal Alden r	Pacific Telephone & Telegraph Co.

3118 HOBART BLVD S

Year	Uses	Source
1951	S Hobrt Sevelle Serv Stn Maintenance	Pacific Telephone & Telegraph Co.

3119 HOBART BLVD S

Year	Uses	Source
2000	XXXX	Haines & Company
1951	Rommero Arthur r	Pacific Telephone & Telegraph Co.
	Terry Treaver M r	Pacific Telephone & Telegraph Co.
	Hagan Patricia	Pacific Telephone & Telegraph Co.
	S Hobrt	Pacific Telephone & Telegraph Co.

JEFFERSON BLVD W

1764 JEFFERSON BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company

1765 JEFFERSON BLVD W

Year	Uses	Source
2000	JEFFERSON DSCMT STR	Haines & Company
1951	W Jeffrsn Karlyn Labs Inc	Pacific Telephone & Telegraph Co.
	W Jeffrsn Nutritional Aids Co Inc	Pacific Telephone & Telegraph Co.

1766 JEFFERSON BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company

FINDINGS

1767 JEFFERSON BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company
1951	W Jeffrsn Williams Gencie r	Pacific Telephone & Telegraph Co.
	W Jeffrsn Formulated Foods Co	Pacific Telephone & Telegraph Co.
	W Jeffrsn Nutritional Aids Co Inc	Pacific Telephone & Telegraph Co.

1768 JEFFERSON BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company

1769 JEFFERSON BLVD W

Year	Uses	Source
1951	W Jeffn Walker Ben r	Pacific Telephone & Telegraph Co.
	W Jeffrsn Bl Nancys Beauty Salon	Pacific Telephone & Telegraph Co.

1771 JEFFERSON BLVD W

Year	Uses	Source
2000	CORZO MEDICAL CENTER	Haines & Company
	NEHORAI Nuri	Haines & Company
1951	W Jeffrsn Beber Jos MD	Pacific Telephone & Telegraph Co.

1772 JEFFERSON BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company

1774 JEFFERSON BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company

1775 JEFFERSON BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company

1777 JEFFERSON BLVD W

Year	Uses	Source
1951	W Jeffrsn Weddington Vernithia O r	Pacific Telephone & Telegraph Co.
	W Jeffn Bl Woodard Realty Co	Pacific Telephone & Telegraph Co.

FINDINGS

Year	Uses	Source
1951	W Jeffrsn Schaffer Theo M r	Pacific Telephone & Telegraph Co.
	W Jeffrsn Bl Schaffer Theo M atty	Pacific Telephone & Telegraph Co.
	W Jeffrsn Woodard Allen C III Woodard Rlty Co	Pacific Telephone & Telegraph Co.

1789 JEFFERSON BLVD W

Year	Uses	Source
2000	KENTUCKY FRIED CHKN	Haines & Company
1951	W Jeffrsn Jeffs Mobil Serv	Pacific Telephone & Telegraph Co.
	W Jeffrsn General Petroleum Corp Western & Jefferson Stn	Pacific Telephone & Telegraph Co.

1800 JEFFERSON BLVD W

Year	Uses	Source
1951	W Jeffrsn Bl Domestic Motor Rebuilders	Pacific Telephone & Telegraph Co.
	W Jeffrsn Bl Calif Tire & Battery Distrs	Pacific Telephone & Telegraph Co.
	W Jeffrsn Bl Domestic Motor Rebuilders	Pacific Telephone & Telegraph Co.

1811 JEFFERSON BLVD W

Year	Uses	Source
2000	CHURCHS FRIED CHKN	Haines & Company

1814 JEFFERSON BLVD W

Year	Uses	Source
2000	MCKINZIE Mable	Haines & Company
	EMANUEL DIOS CON NOSOTROS DIOS	Haines & Company
1951	W Jeffrsn Martins Bar B Q	Pacific Telephone & Telegraph Co.

1815 JEFFERSON BLVD W

Year	Uses	Source
2000	VERGSTACO HOUSE	Haines & Company

1816 JEFFERSON BLVD W

Year	Uses	Source
2000	SHOW OFF NAIL	Haines & Company
	E & H FASHIONS	Haines & Company
1951	W Jeffrsn Bl Edw ards Transfr & Storage	Pacific Telephone & Telegraph Co.

Year	Uses	Source
1951	W Jeffrsn Bl Edwards Furn Store	Pacific Telephone & Telegraph Co.

1817 JEFFERSON BLVD W

Year	Uses	Source
2000	BROWN Rogers	Haines & Company

1818 JEFFERSON BLVD W

Year	Uses	Source
2000	BOLDS William	Haines & Company
1951	W Jeffrsn Usui Chas M Dr	Pacific Telephone & Telegraph Co.
	W Jeffrsn Bl Edwards J B r	Pacific Telephone & Telegraph Co.

1823 JEFFERSON BLVD W

Year	Uses	Source
2000	WEARY Andrew	Haines & Company

N WESTERN AVE

3096 N WESTERN AVE

Year	Uses	Source
1981	HOEFT WAYNE W OPTMTRST	Pacific Telephone

3200 N WESTERN AVE

Year	Uses	Source
1981	HOLLYWOOD PRESS ADVERTISING & CLASSIFIED SECTION	Pacific Telephone

S HOBART BLVD

3041 S HOBART BLVD

Year	Uses	Source
1933	Farron Eli A barberf	Los Angeles Directory Co.

3043 S HOBART BLVD

Year	Uses	Source
1981	FLORES MANUEL R	Pacific Telephone

FINDINGS

3059 S HOBART BLVD

Year	*Uses*	*Source*
1976	Moore Julian D	Pacific Telephone

S WESTERN

3023 S WESTERN

Year	*Uses*	*Source*
2000	MR FATBURGERS KTCHN	Haines & Company
1990	MR FATBURGER S KITCHEN	Pacific Bell
1986	MR FATBURGER S KITCHEN	Pacific Bell
1981	MR FATBURGER S KITCHEN	Pacific Telephone
1976	Mr Fatburgers Kitchen	Pacific Telephone
1971	Mr Fatburgers Kitchen	Pacific Telephone
	Swayne Alvin	Pacific Telephone
	Swayne Bros Service	Pacific Telephone
1958	Mr Fatburger Taco Hut	Pacific Telephone
	Swayne Bros Serv	Pacific Telephone
1951	S Westrn Swayne Bros Serv	Pacific Telephone & Telegraph Co.
1937	Barnes Wm A Myrtle E gas sta	Los Angeles Directory Co.
	Pangburn Boss Hazel auto repr	Los Angeles Directory Co.
1929	Mc INTOSH Harold C gas sta	Los Angeles Directory Co.

S WESTERN AV R STATION MONICA

3112 S WESTERN AV R STATION MONICA

Year	*Uses*	*Source*
1942	OSBORNE Ralph H overhead doors	Los Angeles Directory Co.

S WESTERN AV RESTR 867 AND

3112 S WESTERN AV RESTR 867 AND

Year	*Uses*	*Source*
1942	FREEDMAN Max F Nettie office	Los Angeles Directory Co.

FINDINGS

S WESTERN AVE

2991 S WESTERN AVE

Year	*Uses*	*Source*
1999	OCCUPANT UNKNOWN	Cole Information Services

3000 S WESTERN AVE

Year	*Uses*	*Source*
2014	CHRISTIAN CHURCH DISCIPLES OF CHRIST	Cole Information Services
	THIRTIETH STREET CHRISTIAN CHURCH	Cole Information Services
2009	THIRTIETH STREET CHRISTIAN CHURCH	Cole Information Services
2004	THIRTIETH STREET CHRSTN CHRCH	Cole Information Services
1999	CHRISTIAN CHURCH DISCIPLES OF CHRIST OF THE PACIFIC SOUTHWES	Cole Information Services
	THIRTIETH STREET CHRISTIAN CHURCH	Cole Information Services
1994	THIRTIETH STREET CHRISTIAN CHR	Cole Information Services
1990	THIRTIETH STREET CHRISTIAN CHURCH	Pacific Bell
	CHRISTIAN CHURCH DISCIPLES OF CHRIST OF THE PACIFIC SOUTHWEST REGION	Pacific Bell
1986	THIRTIETH STREET CHRISTIAN CHURCH	Pacific Bell
	CHRISTIAN CHURCH DISCIPLES OF CHRIST OF THE PACIFIC SOUTHWEST REGION	Pacific Bell
1981	THIRTIETH STREET CHRISTIAN CHURCH	Pacific Telephone
1976	Thirtieth Street Christian Church	Pacific Telephone
1971	Thirtieth Street Christian Church	Pacific Telephone
1958	Rubys Steakhouse	Pacific Telephone
1942	WESTERN Avenue Christian Church	Los Angeles Directory Co.
1937	WESTERN Avenue Christian Church Rev J W Maddux pastor	Los Angeles Directory Co.
1929	WESTERN Avenue Christian Crurch Rev Morris Bigbee pastor	Los Angeles Directory Co.
	DOUGHERTY Robt L Rev pastor Werstrn Av Christian Ch	Los Angeles Directory Co.
1924	WESTERN Avenue Christian Church Rev M C Dew eese pastor	Los Angeles Directory Co.

FINDINGS

3001 S WESTERN AVE

Year	Uses	Source
1958	Chatman Serv	Pacific Telephone
1942	Matz Adolph C auto repr	Los Angeles Directory Co.
	Dela Pena Diego Blanche gas sta	Los Angeles Directory Co.
1937	Heldt Arth H Ella gas sta	Los Angeles Directory Co.
1933	Mc Quillen & Rutan J A Mc Quillen jr H J Rutan gas sta	Los Angeles Directory Co.
1929	Fietsan Otto M clk	Los Angeles Directory Co.
	Fietsan C J garagemn	Los Angeles Directory Co.
1924	Fietsam Barney clk h	Los Angeles Directory Co.
	Fittsam Marie sec P F Finnegan r	Los Angeles Directory Co.
	Fietsam Otto M clk r	Los Angeles Directory Co.
	Fietsam Marie steno r	Los Angeles Directory Co.

3002 S WESTERN AVE

Year	Uses	Source
1942	JONES Marie C beauty shop	Los Angeles Directory Co.

3005 S WESTERN AVE

Year	Uses	Source
1971	Western Food Mkt	Pacific Telephone
1942	Bozajian Henry tire groover	Los Angeles Directory Co.
	Bozajian Koorken Gladys clo pine	Los Angeles Directory Co.
	Bozajian Stella manicurist	Los Angeles Directory Co.
1937	Bozajian Cath	Los Angeles Directory Co.
	Bozajian Henry K shoew kr	Los Angeles Directory Co.
	Bozajian Cath	Los Angeles Directory Co.
	Bozajian Henry K shoew kr	Los Angeles Directory Co.
1929	Draper Bessie w id D F	Los Angeles Directory Co.
	Draper Jas E slsmn SOCo	Los Angeles Directory Co.
	DRAPER Weldon	Los Angeles Directory Co.
1924	Fain John B h	Los Angeles Directory Co.
	Farr Anton clk r	Los Angeles Directory Co.
	GILLILAND Harold h	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1924	Ralph Lee M clk r	Los Angeles Directory Co.

3006 S WESTERN AVE

Year	Uses	Source
1971	Avenue Barber Shop	Pacific Telephone
1958	Famous Barber Shop	Pacific Telephone
1937	Stokes Anna J Mrs nurse	Los Angeles Directory Co.
	PECK Johanna M Mrs	Los Angeles Directory Co.
1933	Montague Geo Angela clk	Los Angeles Directory Co.
	MONTAGUE Rose	Los Angeles Directory Co.
1929	JACOBSEN Mitchelina Mrs	Los Angeles Directory Co.
1924	BRADY Maxine r	Los Angeles Directory Co.
	BRADY Robt F slsmn E A Featherstone h	Los Angeles Directory Co.
	BRADY Gertrude A r	Los Angeles Directory Co.

3007 S WESTERN AVE

Year	Uses	Source
1937	Maessel Christian L Leanore osteo	Los Angeles Directory Co.
1929	SCHMIDT Richd C techn Color Control Co r	Los Angeles Directory Co.
1924	WALKER Eva G tchr r	Los Angeles Directory Co.

3008 S WESTERN AVE

Year	Uses	Source
2014	BIG NICKEL LLC	Cole Information Services
1990	ARTIAGA S SOPHISTICATED HAIR DESIGNS	Pacific Bell
1986	ARTIAGA S SOPHISTICATED HAIR DESIGNS	Pacific Bell
	SOMETHING UNIQUE HAIR DESIGNS	Pacific Bell
1981	BIG CITY COLTHING	Pacific Telephone
1976	Horsecope	Pacific Telephone

3010 S WESTERN AVE

Year	Uses	Source
2004	ALBERTO OCON	Cole Information Services
	LEARNING WITH LOVE CHILD CARE	Cole Information Services
1999	PRINCIPE DEPAZ	Cole Information Services

FINDINGS

Year	Uses	Source
1994	PRINCIPE DE PAZ	Cole Information Services
1990	NATL PAC BROKERAGE CO INC	Pacific Bell
1986	NATL PAC BROKERAGE CO INC	Pacific Bell
1981	NATL PAC BROKERAGE CO INC	Pacific Telephone
1976	NATL PAC BROKERAGE CO INC	Pacific Telephone
1975	NAT PACOIMA BROKERAGE CO INC	Pacific Telephone
1971	NATL PAC BROKERAGE CO INC	Pacific Telephone
	Jenkins Willie L Natl Pac Brokerage Co Inc	Pacific Telephone
1970	NATL PAC BROKERAGE CO INC	Pacific Telephone
	NATL PAC BROKERAGE CO INC	Pacific Telephone
	NATI PACOIMA BROKERAGE CO INC	Pacific Telephone
1966	NATL PACOIMA BROKERAGE CO INC	Pacific Telephone
1964	NATL PAC BROKERAGE CO INC	Pacific Telephone
1962	NATL PAC BROKERAGE CO INC	Pacific Telephone
1960	NATL PAC BROKERAGE CO INC	Pacific Telephone
	NATL PACOIMA BROKERAGE CO INC	Pacific Telephone
	NATL PACOIMA BROKERAGE CO INC	Pacific Telephone
1958	Pac Brokerage Co The See Natl Pac Brokerage Co Inc	Pacific Telephone
	NATL PAC BROKERAGE CO INC	Pacific Telephone
	Jenkins Willie L Natl Pac Brokerage Co Inc	Pacific Telephone
1957	NATI PACOIMA BROKERAGE CO INC	Pacific Telephone
	NATL PACOIMA BROKERAGE CO INC	Pacific Telephone

3011 S WESTERN AVE

Year	Uses	Source
1942	LAFFERTY John A Jennie E	Los Angeles Directory Co.
1937	Reddick Ella L w id W H	Los Angeles Directory Co.
1933	Lafferty John A Jennie	Los Angeles Directory Co.
1929	Quigley Raymond E teller Cal Bank r	Los Angeles Directory Co.
	LAFFERTY John A Jennie	Los Angeles Directory Co.
1924	THOMPSON REALTY CO Mrs H L Thompson Real Estate Broker	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1924	THOMPSON Harriet L w id J Q Thompson Realty Co real est	Los Angeles Directory Co.
	Mulany Madge I typist r	Los Angeles Directory Co.

3012 S WESTERN AVE

Year	Uses	Source
1942	Hirata C	Los Angeles Directory Co.
1937	Ito Corley Phyllo Cactus Farm	Los Angeles Directory Co.
	ITO Z Tane	Los Angeles Directory Co.
1933	Manuel Ernest M Gina auto pntr	Los Angeles Directory Co.
1929	Henckel Fiameth	Los Angeles Directory Co.
	Dionigi L D restr	Los Angeles Directory Co.
1924	Oles Frank meat ctr h	Los Angeles Directory Co.
	Oles Edw in A r	Los Angeles Directory Co.
	Mc KEE Ernest r	Los Angeles Directory Co.
	Oles Georgia art needlew ork r	Los Angeles Directory Co.

3016 S WESTERN AVE

Year	Uses	Source
1937	Schuessler Ida M w id Frank W	Los Angeles Directory Co.
1933	ARNOLD Herbt A	Los Angeles Directory Co.
	Ladd Dora A Mrs clk	Los Angeles Directory Co.
	Lang Bertha L H	Los Angeles Directory Co.
	Schuessler Ida M Mrs	Los Angeles Directory Co.
1929	LANG Bertha	Los Angeles Directory Co.
	Schussler Ida Mrs h	Los Angeles Directory Co.
1924	Lang Bertha H r	Los Angeles Directory Co.
	Schuessler Ida M w id F W h	Los Angeles Directory Co.

3017 S WESTERN AVE

Year	Uses	Source
2004	BEST CHOICE TOURS MKNG IT HPN	Cole Information Services
1999	MAPLE LEAF TOURS INCORPORATED CHARTER BUS SERVICE	Cole Information Services
1981	PHILLIPS JOHN	Pacific Telephone

FINDINGS

Year	Uses	Source
1976	Phillips John	Pacific Telephone
1971	Phillips John	Pacific Telephone
1958	Low e Julia Mrs	Pacific Telephone
1942	DAVEY Margt w id T C	Los Angeles Directory Co.
1937	DAVEY Nora Mrs	Los Angeles Directory Co.
	Mac Kenzie John P auto mech	Los Angeles Directory Co.
	Mc KENZIE John P auto mech W E Wagner	Los Angeles Directory Co.
1933	Brock Frank Lilah clk	Los Angeles Directory Co.
	DAVEY Nora Mrs	Los Angeles Directory Co.
1929	DAVEY Thos C	Los Angeles Directory Co.
	SHOWERS Theo bkpr r	Los Angeles Directory Co.
1924	BOYD John R sls mgr Central Mfr Dist of Los Angeles r	Los Angeles Directory Co.
	DAVEY Thos C h	Los Angeles Directory Co.

3019 S WESTERN AVE

Year	Uses	Source
1986	MOORE RUTHIE BELL	Pacific Bell
1942	JONES Wm E Abbie aircrftw kr	Los Angeles Directory Co.
1937	Shomi S	Los Angeles Directory Co.
1929	SMITH Adolph C brklyr h	Los Angeles Directory Co.
	SMITH Ada r	Los Angeles Directory Co.

3021 S WESTERN AVE

Year	Uses	Source
2004	LOVIE YANCEY	Cole Information Services
1999	FATBURGER	Cole Information Services
1994	MR FATBURGERS KITCHEN	Cole Information Services
	FATBURGER	Cole Information Services
1991	FATAEN1MARYANN	Pacific Bell
1990	FATBURGER CORPORATE OFFICE BH	Pacific Bell
1986	FATBURGER	Pacific Bell
1981	MR FATBURGER SANDWCH SHOP	Pacific Telephone
1976	Mr Fatburger sandw ch shop	Pacific Telephone

FINDINGS

Year	Uses	Source
1971	Mr Fatburger sandw ch shop	Pacific Telephone
1958	Fatburger Mr sandw ch shop	Pacific Telephone
1933	ECKARD Geo H gas sta	Los Angeles Directory Co.

3022 S WESTERN AVE

Year	Uses	Source
2014	SEMI SHIPPING	Cole Information Services
	HYUN DAE TRUCKING CO INC	Cole Information Services
	SEMI SHIPPING	Cole Information Services
	HYUN DAE TRUCKING CO INC	Cole Information Services
2009	HYUN DAE TRUCKING CO	Cole Information Services
	HYUN DAE TRUCKING CO	Cole Information Services
2006	HYUN DAE	Haines Company, Inc
	TRUCKING CO	Haines Company, Inc
	HYUNDAE	Haines Company, Inc
	TRUCKING	Haines Company, Inc
	COMPANY	Haines Company, Inc
	HYUN DAE	Haines Company, Inc
	TRUCKING	Haines Company, Inc
	COMPANY	Haines Company, Inc
	HYUNDAE	Haines Company, Inc
	TRUCKING	Haines Company, Inc
	SHIPPING CO	Haines Company, Inc
	HYUNDAE	Haines Company, Inc
	TRUCKING&	Haines Company, Inc
	SHIPPING CO	Haines Company, Inc
2004	HYUN DAE TRUCKING CO	Cole Information Services
	OCCUPANT UNKNOWN	Cole Information Services
	HYUN DAE TRUCKING CO	Cole Information Services
	OCCUPANT UNKNOWN	Cole Information Services
2000	HYUN DAE SHIPPNG CO	Haines & Company
	HYUN DAE TRUCKING CO	Haines & Company
	HYUNDAE TRUCKING & SHIPPING CO	Haines & Company

FINDINGS

Year	Uses	Source
2000	KOOK Hong	Haines & Company
	L A MOVING & SHIPPING CO	Haines & Company
1999	HYUNDAE TRUCKING & SHIPPING COMPANY	Cole Information Services
	HYUN DAE SHIPPING COMPANY LIMITED	Cole Information Services
	L A MOVING & SHIPPING COMPANY	Cole Information Services
	HYUNDAE TRUCKING & SHIPPING COMPANY	Cole Information Services
	HYUN DAE SHIPPING COMPANY LIMITED	Cole Information Services
	L A MOVING & SHIPPING COMPANY	Cole Information Services
1994	HYUN DAE SHIPPING CO LTD	Cole Information Services
	HYUN DAE MOVING & TRUCKING CO	Cole Information Services
	U HAUL CO	Cole Information Services
	HYUN DAE SHIPPING CO LTD	Cole Information Services
	HYUN DAE MOVING & TRUCKING CO	Cole Information Services
	U HAUL CO	Cole Information Services
1986	DISCOUNT FURNITURE	Pacific Bell
1981	SHIELDS VAN & STORAGE	Pacific Telephone
1976	SHIELDS VAN & STORAGE	Pacific Telephone
1971	SHIELDS VAN & STORAGE	Pacific Telephone
1958	Brodys Childrens Stores	Pacific Telephone
	Mc Coy Robt	Pacific Telephone
1951	S Westrn Westrn Baby & Toy Shops	Pacific Telephone & Telegraph Co.
	S Westrn Westrn Toy & Baby Shops	Pacific Telephone & Telegraph Co.
1942	childrens clo	Los Angeles Directory Co.
1937	Goody Mars E Mrs	Los Angeles Directory Co.
	Humanson Priston C furn	Los Angeles Directory Co.
1933	Melville Fredk Georgina elev mech	Los Angeles Directory Co.
1929	Melvile Fred Georgina electn	Los Angeles Directory Co.
1924	MELVILLE Fred electr h	Los Angeles Directory Co.

3023 S WESTERN AVE

Year	Uses	Source
2014	ANDREA ALSTON	Cole Information Services

FINDINGS

Year	Uses	Source
2014	LARITA THOMAS	Cole Information Services
	BYUNG YOO	Cole Information Services
	KEVIN HENSLEY	Cole Information Services
	ARTRIA WHITNEY	Cole Information Services
	YANIRA FLORES	Cole Information Services
	CLIFTON GARDNER	Cole Information Services
	ANDREA ALSTON	Cole Information Services
	BYUNG YOO	Cole Information Services
	LARITA THOMAS	Cole Information Services
	KEVIN HENSLEY	Cole Information Services
	ARTRIA WHITNEY	Cole Information Services
	YANIRA FLORES	Cole Information Services
	CLIFTON GARDNER	Cole Information Services
2004	MICHELLE WELLS	Cole Information Services
	MR FATBURGERS KITCHEN	Cole Information Services
	MICHELLE WELLS	Cole Information Services
	MR FATBURGERS KITCHEN	Cole Information Services
1999	MR FATBURGERS KITCHEN	Cole Information Services
	MR FATBURGERS KITCHEN	Cole Information Services
1990	MR FATBURGER S KITCHEN	Pacific Bell
1986	MR FATBURGER S KITCHEN	Pacific Bell
1981	MR FATBURGER S KITCHEN	Pacific Telephone
1976	Mr Fatburgers Kitchen	Pacific Telephone
1971	Mr Fatburgers Kitchen	Pacific Telephone
	Sw ayne Bros Service	Pacific Telephone
	Sw ayne Alvin	Pacific Telephone
1958	Mr Fatburger Taco Hut	Pacific Telephone
	Sw ayne Bros Serv	Pacific Telephone
1937	Barnes Wm A Myrtle E gas sta	Los Angeles Directory Co.
	Pangburn Boss Hazel auto repr	Los Angeles Directory Co.
1929	Mc INTOSH Harold C gas sta	Los Angeles Directory Co.

FINDINGS

3024 S WESTERN AVE

Year	Uses	Source
1976	Brow ne The Barber	Pacific Telephone
	Brow n The Barber	Pacific Telephone
	Brow ne Spencer J Jr Brow ne The Barber	Pacific Telephone
1958	Brow ne Spencer J Jr Brow ne the Barber	Pacific Telephone
	Brow ne the Barber	Pacific Telephone
1929	Whittier Arth C Emma M h	Los Angeles Directory Co.
	WHITTIER John W clk MNT & S Bank r	Los Angeles Directory Co.
	WHITTIER Lois bkpr Robt De Land r	Los Angeles Directory Co.
	WHITTIER Wm C r	Los Angeles Directory Co.
1924	Mairs Laura h	Los Angeles Directory Co.

3025 S WESTERN AVE

Year	Uses	Source
1976	Teds Automotive Service	Pacific Telephone

3027 S WESTERN AVE

Year	Uses	Source
1924	KLEIN Louis clo clnr r	Los Angeles Directory Co.

3028 S WESTERN AVE

Year	Uses	Source
1929	h	Los Angeles Directory Co.
	ROBERTSON WM J Cecelia Druggist	Los Angeles Directory Co.
1924	h	Los Angeles Directory Co.
	Michaud Margt r	Los Angeles Directory Co.

3032 S WESTERN AVE

Year	Uses	Source
1929	Legler Arth C Hazel pntr	Los Angeles Directory Co.

3074 S WESTERN AVE

Year	Uses	Source
1942	Vartanian K Virginia gas sta	Los Angeles Directory Co.

FINDINGS

3088 S WESTERN AVE

Year	Uses	Source
1976	STORER BROADCASTING CO	Pacific Telephone

3100 S WESTERN AVE

Year	Uses	Source
2000	XXXX	Haines & Company
1976	Mr Parkers Closet	Pacific Telephone
	Parker Milton M Mr Parkers Closet	Pacific Telephone
	Parkers Closet	Pacific Telephone
1971	Mr Parkers Closet	Pacific Telephone
	Parker Milton M Mr Parkers Closet	Pacific Telephone
	Parkers Closet	Pacific Telephone
1951	S Westrn Av Jones & Kirkland accts	Pacific Telephone & Telegraph Co.

3102 S WESTERN AVE

Year	Uses	Source
1958	Georges Shoe Shine Parlor	Pacific Telephone
1942	Chew S G herbs	Los Angeles Directory Co.
1929	CONTRERAS Marie w id J drsmkr	Los Angeles Directory Co.
1924	WHALEN Fred h	Los Angeles Directory Co.

3103 S WESTERN AVE

Year	Uses	Source
1929	BECKER Philip Lena clk	Los Angeles Directory Co.
1924	Flood Cath D steno Co Road Dept r	Los Angeles Directory Co.
	Flood Henrietta w id M h	Los Angeles Directory Co.

3104 S WESTERN AVE

Year	Uses	Source
2014	CITY RECYCLING CENTER	Cole Information Services
	CITY RECYCLING CENTER	Cole Information Services
2009	CITY RECYCLING CENTER	Cole Information Services
	WESTERN RECYCLING	Cole Information Services
	CITY RECYCLING CENTER	Cole Information Services
	WESTERN RECYCLING	Cole Information Services

FINDINGS

Year	Uses	Source
2006	CENTER	Haines Company, Inc
	CITY RECYCLING	Haines Company, Inc
	CITY RECYCLING	Haines Company, Inc
	CENTER	Haines Company, Inc
2004	JOHN AUSTIN	Cole Information Services
	JOHN AUSTIN	Cole Information Services
2000	CITY RECYCLING CENTER	Haines & Company
	GABAY Yechezkel	Haines & Company
	WESTERN AV S 900 CONT	Haines & Company
1999	CITY RECYCLING CENTER	Cole Information Services
	CITY RECYCLING CENTER	Cole Information Services
1990	E & G AUTO SALES	Pacific Bell
	E & G AUTO SALES	Pacific Bell

3106 S WESTERN AVE

Year	Uses	Source
1958	Cotton Ennis	Pacific Telephone
	Cotton Ennis Rity	Pacific Telephone
	Cotton Rity Ennis	Pacific Telephone
1933	Beck Fred mech	Los Angeles Directory Co.
	Graystone Edw L Mary	Los Angeles Directory Co.
	MILLER Jean w aiter	Los Angeles Directory Co.
1929	Pooley Chas F Anna holder reprmn LAG & E Corp h	Los Angeles Directory Co.
1924	BISHOP Jos O h	Los Angeles Directory Co.

3109 S WESTERN AVE

Year	Uses	Source
2014	HOTEL WATKINS BARBERSHOP	Cole Information Services
	HOTEL WATKINS BARBERSHOP	Cole Information Services
2009	HOTEL WATKINS BARBERSHOP	Cole Information Services
	HOTEL WATKINS BARBERSHOP	Cole Information Services
2006	RENTAL	Haines Company, Inc
	COMMERCIAL	Haines Company, Inc

FINDINGS

Year	Uses	Source
2006	SIMMONS	Haines Company, Inc
	HOTELWATKINS	Haines Company, Inc
2004	GLORIA L WILLIAMS	Cole Information Services
	GLORIA L WILLIAMS	Cole Information Services
1999	HOTEL WATKINS BARBER SHOP	Cole Information Services
	CCS BEAUTY & BARBER SUPPLY	Cole Information Services
	SMART BELIZE ENTERPRISE	Cole Information Services
	STERLING'S SHOE REPAIRING & SERVICE	Cole Information Services
	CCS BEAUTY & BARBER SUPPLY	Cole Information Services
	HOTEL WATKINS BARBER SHOP	Cole Information Services
	SMART BELIZE ENTERPRISE	Cole Information Services
	STERLING'S SHOE REPAIRING & SERVICE	Cole Information Services
1994	STERLINGS SHOE REPAIRING	Cole Information Services
	HOTEL WATKINS BARBER SHOP	Cole Information Services
	STERLINGS SHOE REPAIRING	Cole Information Services
	HOTEL WATKINS BARBER SHOP	Cole Information Services
1990	HOTEL WATKINS BARBER SHOP	Pacific Bell
1986	HOTEL WATKINS BARBER SHOP	Pacific Bell
1976	Sterlings Shoe Repairing & Service	Pacific Telephone
	Dan Dee Cleaners	Pacific Telephone
1971	Sterlings Shoe Repairing & Service	Pacific Telephone
	French Line Coiffeurs Beauty Salon	Pacific Telephone
	Dan Dee Cleaners	Pacific Telephone
1958	Stones Beauty Salon	Pacific Telephone
	Stone Kay Beauty Salon	Pacific Telephone
	Kay Stone Beauty Salon	Pacific Telephone
	Gene Swayne hair stylist	Pacific Telephone
	Dan Dee Cleaners	Pacific Telephone
1929	Becker Annie M poultry	Los Angeles Directory Co.

3110 S WESTERN AVE

Year	Uses	Source
1958	Charles Barber Shop	Pacific Telephone

Year	Uses	Source
1958	Malarcher Chas Charles Barber Shop	Pacific Telephone

3111 S WESTERN AVE

Year	Uses	Source
2014	H & H GUARD SERVICES	Cole Information Services
2009	H & H SECURITY SERVICE	Cole Information Services
	RICHARD HALL	Cole Information Services
2006	THRIFT AND GIFT	Haines Company, Inc
	SHOPPE	Haines Company, Inc
2004	MARTHA GONZALEZ	Cole Information Services
	THRIFT & GIFT SHOPPE	Cole Information Services
	RICHARD HALL	Cole Information Services
	H & H GUARD SERVICE	Cole Information Services
1999	CREASSIE NEW DIRECTION	Cole Information Services
1994	CREASSIE NEW DIRECTION	Cole Information Services
	WORLD GENERAL SCRTY	Cole Information Services
	WESTERN BOOKKEEPING & TAX SVC	Cole Information Services
1990	CREASSIE NEW DIRECTION	Pacific Bell
1981	YOUR LOCKMITH	Pacific Telephone
1976	Gordon Alan	Pacific Telephone
	Koehl Richard L Dr	Pacific Telephone
	Sanctuary Of Serenity	Pacific Telephone
1971	Garnel David Counseling Service	Pacific Telephone
	Lowery Carroll T DC	Pacific Telephone
	Willis Jack R atty	Pacific Telephone
1942	Shimizu Jimmie nurserymn	Los Angeles Directory Co.
1937	Phyllo Cactus Farm S Kawase Corley Ito	Los Angeles Directory Co.

3112 S WESTERN AVE

Year	Uses	Source
2000	BUTCHER Lenn	Haines & Company
1986	CALIF BLACK DIRECTORY	Pacific Bell
	CALIF BLACK DIRECTORY	Pacific Bell
1976	Neal Kenneth D DDS	Pacific Telephone

FINDINGS

Year	Uses	Source
1976	Neal Kenneth D DDS	Pacific Telephone
	Neal Kenneth D DDS	Pacific Telephone
	Neal Kenneth D DDS	Pacific Telephone
1971	Neal Kenneth DDS	Pacific Telephone
	Neal Kenneth DDS	Pacific Telephone
	Neal Kenneth DDS	Pacific Telephone
	Neal Kenneth DDS	Pacific Telephone
1958	Carline Claude T MD	Pacific Telephone
	King Wesley A MD	Pacific Telephone
	Medical Pharmacy	Pacific Telephone
	Neal Kenneth D DDS	Pacific Telephone
	Taylor Phyromn J MD	Pacific Telephone
	Thomas Geo F MD	Pacific Telephone
	Carline Claude T MD	Pacific Telephone
	King Wesley A MD	Pacific Telephone
	Medical Pharmacy	Pacific Telephone
	Neal Kenneth D DDS	Pacific Telephone
	Taylor Phyromn J MD	Pacific Telephone
	Thomas Geo F MD	Pacific Telephone
1951	S Westrn Carney John W MD	Pacific Telephone & Telegraph Co.
	S Westrn H W B Medical Lab	Pacific Telephone & Telegraph Co.
	S Westrn Holloman L L MD	Pacific Telephone & Telegraph Co.
	S Westrn Leonard A R Dr	Pacific Telephone & Telegraph Co.
	S Westn Medical Pharmacy	Pacific Telephone & Telegraph Co.
	S Westrn Medical Pharmacy	Pacific Telephone & Telegraph Co.
	S Westrn Shumate Lincoln W MD	Pacific Telephone & Telegraph Co.
	S Westrn Stratton E W Jr MD	Pacific Telephone & Telegraph Co.
	S Westrn Taylor J Phyromn MD	Pacific Telephone & Telegraph Co.
	S Westrn Taylor Medical Bldg	Pacific Telephone & Telegraph Co.
	S Westrn Weekes Leroy R MD	Pacific Telephone & Telegraph Co.
1942	OSBORNE Ralph H overhead doors	Los Angeles Directory Co.
	FREEDMAN Max F Nettie office	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1937	Ely Chas G Louise barber	Los Angeles Directory Co.
	Jury H Wm sound eng	Los Angeles Directory Co.
	Ely Chas G Louise barber	Los Angeles Directory Co.
	Jury H Wm sound eng	Los Angeles Directory Co.
1929	Brophy Henry J slamn pntr	Los Angeles Directory Co.
	Brophy Henry J slamn pntr	Los Angeles Directory Co.

3114 S WESTERN AVE

Year	Uses	Source
1942	Ely Chas G Louise I barber	Los Angeles Directory Co.
1937	RANDALL Lew is G restr	Los Angeles Directory Co.
1933	EXCLUSIVE OVERALL LAUNDRY C W Johnson jr C J Abarta Jr Prompt Service and Quality Workmanship	Los Angeles Directory Co.
1929	HUNTER Raymond S teller L A First Natl Tr & Sav Bank	Los Angeles Directory Co.

3115 S WESTERN AVE

Year	Uses	Source
2014	ABIC LIQUOR	Cole Information Services
2009	ABIC LIQUOR	Cole Information Services
2006	ABIC LIQUOR	Haines Company, Inc
2004	ARON SCHIFMAN	Cole Information Services
	SMILE MART & DELI INC	Cole Information Services
	ABIC LIQUOR	Cole Information Services
1999	ABIC LIQUOR	Cole Information Services
1994	ABIC LIQUOR	Cole Information Services
1990	ABIC LIQUOR	Pacific Bell
1986	ABIC LIQUOR	Pacific Bell
1981	ABIC LIQUOR	Pacific Telephone
1971	Bloom Liquors	Pacific Telephone
	H & K Bloom Liquors	Pacific Telephone
1958	Bloom Liquors	Pacific Telephone
	Hickmans Bloom Liquor Stone	Pacific Telephone
	Blooms Liquors	Pacific Telephone

FINDINGS

3116 S WESTERN AVE

Year	*Uses*	*Source*
1929	JOHNSON & Taliaferro C H Johnson Birney Taliaferro Indy	Los Angeles Directory Co.
1924	Collisson Harry plumbing and elect contr	Los Angeles Directory Co.
	CAIN Wm E auto oprr	Los Angeles Directory Co.
	CAIN Geo clk r	Los Angeles Directory Co.

3118 S WESTERN AVE

Year	*Uses*	*Source*
1924	Friesh Jacob barber	Los Angeles Directory Co.

3119 S WESTERN AVE

Year	*Uses*	*Source*
1929	WEISS Peter shoe repair	Los Angeles Directory Co.
1924	WEISS Peter shoe repr	Los Angeles Directory Co.

3121 S WESTERN AVE

Year	*Uses*	*Source*
1924	Kurlander Saul beverage mfr	Los Angeles Directory Co.
	GRIMM LAWRENCE EDWARD Real Estate Specialising in High Clasa Income and Business Properties	Los Angeles Directory Co.

3122 S WESTERN AVE

Year	*Uses*	*Source*
1929	Roff Ada Mrs Indyw kr r	Los Angeles Directory Co.
	Roff Frank Ada auto mech h	Los Angeles Directory Co.
1924	FISHER Frank J r	Los Angeles Directory Co.
	FISHER Robt serv sta opr h	Los Angeles Directory Co.

3123 S WESTERN AVE

Year	*Uses*	*Source*
1929	Spivey John D hdw	Los Angeles Directory Co.
1924	Spivey J Don furn and hdw e	Los Angeles Directory Co.
	DENNEY Angelo H clk r	Los Angeles Directory Co.

FINDINGS

3124 S WESTERN AVE

Year	Uses	Source
1924	BECKER Harry F phys	Los Angeles Directory Co.
	Otto Adeline nurse City Health Dept r	Los Angeles Directory Co.
	BECKER H F phys City Health Dept h	Los Angeles Directory Co.
	HARRINGTON Earl V dentist	Los Angeles Directory Co.

3125 S WESTERN AVE

Year	Uses	Source
1924	r	Los Angeles Directory Co.

3127 S WESTERN AVE

Year	Uses	Source
1929	Ichikawa M gro	Los Angeles Directory Co.
	MURPHY John H Nellie meats	Los Angeles Directory Co.
1924	ZIEGLER Chas H meats	Los Angeles Directory Co.
	Aiello Saml J fruits and veg	Los Angeles Directory Co.

3129 S WESTERN AVE

Year	Uses	Source
1929	Driscoll Cath B Mrs gift shop	Los Angeles Directory Co.
1924	Cominski & Einstein Jos Cominsky M M Einstein gro	Los Angeles Directory Co.

3135 S WESTERN AVE

Year	Uses	Source
1933	Althouse J B Building	Los Angeles Directory Co.

3201 S WESTERN AVE

Year	Uses	Source
1929	ESTRADA Jas Maria Economy Staff & Stone Co	Los Angeles Directory Co.

3400 S WESTERN AVE

Year	Uses	Source
1937	Barger John J gas sta	Los Angeles Directory Co.

FINDINGS

3024 1/2 S WESTERN AVE

Year	*Uses*	*Source*
1990	BROWNE THE BARBER	Pacific Bell

3109 1/2 S WESTERN AVE

Year	*Uses*	*Source*
1990	DAN DEE CLEANERS	Pacific Bell

3109 1/4 S WESTERN AVE

Year	*Uses*	*Source*
1990	STERLING S SHOE REPAIRING & SERVICE	Pacific Bell
	SIMON ESTRADA BOOKKEEPING & TAXES	Pacific Bell
	COMMUNITY CONSORTIUM INC	Pacific Bell

W 30 ST

1923 W 30 ST

Year	*Uses*	*Source*
1967	Avila Faustino	Pacific Telephone

1924 W 30 ST

Year	*Uses*	*Source*
1967	Franco Juan G	Pacific Telephone

1932 W 30 ST

Year	*Uses*	*Source*
1967	Strickland Mabel K	Pacific Telephone

1936 W 30 ST

Year	*Uses*	*Source*
1967	Cruz Carlos	Pacific Telephone

W 30TH

2019 W 30TH

Year	*Uses*	*Source*
1990	MARTINEZ FLAVIANA	Pacific Bell
	MARTINEZ FLORENCIA	Pacific Bell

Year	Uses	Source
1986	MARTINEZ FLAVIANA	Pacific Bell
1942	Rikimaru Isamu Tatsuko Rikimaru Bros & Co	Los Angeles Directory Co.
1937	Longmore Geo B Irene	Los Angeles Directory Co.
1933	Hawley John T Pauline slsmn	Los Angeles Directory Co.
1929	Hymer Elbert Mabel agt Montana Life Ins Co	Los Angeles Directory Co.
1924	Vandermulen Nellie wid Geo h	Los Angeles Directory Co.

W 30TH ST

1872 W 30TH ST

Year	Uses	Source
1958	Marrs Lucille	Pacific Telephone

1884 W 30TH ST

Year	Uses	Source
1976	Anderson Mary M	Pacific Telephone

W 31ST

2019 W 31ST

Year	Uses	Source
1990	OCHOA ANTONIO	Pacific Bell
1937	Koigumi Suye Mrs	Los Angeles Directory Co.
1933	TURNER Harlan gdnr	Los Angeles Directory Co.
	TURNER Gilbert clk	Los Angeles Directory Co.
	TURNER Chas F Sadie gdnr	Los Angeles Directory Co.
1929	WARNER Ida M Mrs hemstitcher r	Los Angeles Directory Co.
	Gintzburg Saml J tmkpr	Los Angeles Directory Co.
	Gintzburg Wm B electn	Los Angeles Directory Co.
	Gintzburg Rebecca wid G A	Los Angeles Directory Co.
1924	MURRAY Jack G h	Los Angeles Directory Co.
	GRAY Alex M r	Los Angeles Directory Co.

2022 W 31ST

Year	Uses	Source
1986	HARPER MARGARET	Pacific Bell

FINDINGS

Year	Uses	Source
1971	Harper Beulah	Pacific Telephone
	Pettus Junius	Pacific Telephone
1962	Harper Beulah	Pacific Telephone
	Pettus Junius	Pacific Telephone
1942	Lew Paul slsmn	Los Angeles Directory Co.
	PETTUS Junius Lena chauf	Los Angeles Directory Co.
1937	Rudy Mayme Mrs smstrs	Los Angeles Directory Co.
	SHEPARD Clarence W chauf	Los Angeles Directory Co.
	SHEPARD Marcus E chauf	Los Angeles Directory Co.
	SHEPARD Wm Jessie barber	Los Angeles Directory Co.
	SHEPPARD Mark garagemn	Los Angeles Directory Co.
	Teilhet Joe R Dorothy clk	Los Angeles Directory Co.
1933	SHEPARD Wm Jessie B barber	Los Angeles Directory Co.
	Trow bridge A Laura B oiler LAG & ECorp	Los Angeles Directory Co.
1929	Mc NUTT Geo A Hattie clk	Los Angeles Directory Co.
	SHEPARD Wm Jessie barber	Los Angeles Directory Co.
	h	Los Angeles Directory Co.
	Taliaferro Burney M Edna Johnson & Taliaferro h	Los Angeles Directory Co.
1924	Mc Nutt Geo clk h	Los Angeles Directory Co.
	Mc Nutt Hattie r	Los Angeles Directory Co.
	Tallaferro Birney musician r	Los Angeles Directory Co.

2023 W 31ST

Year	Uses	Source
1981	WINSLOW KENNETH MRS	Pacific Telephone
1971	Winslow Kenneth	Pacific Telephone
1962	Winslow Kenneth	Pacific Telephone
1937	Bedig Mary S w id Peter	Los Angeles Directory Co.
	Bedig How ard chauf	Los Angeles Directory Co.
1929	RANKIN Annie r	Los Angeles Directory Co.
	Smelser Edna Mrs clk r	Los Angeles Directory Co.
	Smelser Edw K Pearl slsmn h	Los Angeles Directory Co.
1924	SPEER Robt W slsmn h	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1924	SPIER Robt W slsmn Haiper & Reynolds Corp r	Los Angeles Directory Co.

2028 W 31ST

Year	Uses	Source
1990	ROBINSON MARK	Pacific Bell
1986	ROBINSON MARK	Pacific Bell
1962	Whitaker Barbara	Pacific Telephone
1942	Sasaki Shuichi Sada genl sec Japanese Chamber of Commerce of L A	Los Angeles Directory Co.
	Sasaki Yasuo interne	Los Angeles Directory Co.
	Sasaki Iso USA	Los Angeles Directory Co.
1937	Gariola Fausto Eugenia bakery w kr	Los Angeles Directory Co.
1933	Gaxiola Fausto jr	Los Angeles Directory Co.
	Gaxiola Blanche	Los Angeles Directory Co.
	Gaxiola Bertha	Los Angeles Directory Co.
	Cord Simeon A Ida chauf	Los Angeles Directory Co.
	Caxiola Frank printer	Los Angeles Directory Co.
	Batiz Elena fctyw kr	Los Angeles Directory Co.
1929	Feinblatt Jos Eva signs	Los Angeles Directory Co.

2029 W 31ST

Year	Uses	Source
1981	JONES ANDRE	Pacific Telephone
1962	Horton Robt	Pacific Telephone
1937	Tagerman Morris Sadie	Los Angeles Directory Co.
1933	Higgins Bertha M	Los Angeles Directory Co.
	HIGGINS Frances S librn Pub Library	Los Angeles Directory Co.
	HIGGINS Mary J w id W H	Los Angeles Directory Co.
1929	Marcus Chas Rose	Los Angeles Directory Co.
1924	Goldberg Harold asst claim clk Santa Fe h	Los Angeles Directory Co.
	Shaner Jacob carp r	Los Angeles Directory Co.

FINDINGS

2032 W 31ST

Year	Uses	Source
1990	THORNTON DEORTRIA	Pacific Bell
1986	THORNTON DEORTRIA	Pacific Bell
1942	Lu Valle Isabel E Mrs	Los Angeles Directory Co.
	Lu Valle Mayme sten C E Houston	Los Angeles Directory Co.
1937	Marcus Rose Mrs	Los Angeles Directory Co.
	Raffin Dora w id Wolf	Los Angeles Directory Co.
	Raffin Philip	Los Angeles Directory Co.
1933	Roffin Dora Mrs	Los Angeles Directory Co.
	Roffin Philip clk	Los Angeles Directory Co.
1929	Raffin Dora w id Wolf h	Los Angeles Directory Co.
	Raffin Phillip J h	Los Angeles Directory Co.

2033 W 31ST

Year	Uses	Source
1990	NOZAKA TSURUKO	Pacific Bell
1986	NOZAKA TSURUKO	Pacific Bell
1981	NOZAKA TSURUKO	Pacific Telephone
1971	Nozaka Tsuruko	Pacific Telephone
1962	Nozaka Tsuruko	Pacific Telephone
1937	Murphy Martin Mary mach SPO	Los Angeles Directory Co.
	MURPHY Jas	Los Angeles Directory Co.
1929	MURPHY Mary E smstrs	Los Angeles Directory Co.
	MURPHY Martin Mary mach	Los Angeles Directory Co.
1924	MURPHY Martin J h	Los Angeles Directory Co.

2035 W 31ST

Year	Uses	Source
1986	BLUE MARIAN	Pacific Bell
	BLUE ERNEST	Pacific Bell
1981	BLUE ERNEST	Pacific Telephone
1962	Berry Robbie	Pacific Telephone

FINDINGS

2037 W 31ST

Year	Uses	Source
1971	Addison Jans E	Pacific Telephone
1962	Blue Ada Mrs	Pacific Telephone
1942	Tatilian Steven elev opr Genl Hosp	Los Angeles Directory Co.
1937	Tatilian Mary	Los Angeles Directory Co.
	Tatilian Steven Mary elev opr Genl Hosp	Los Angeles Directory Co.
1933	Tatalina Saml lab	Los Angeles Directory Co.
	Tatilian Hazel clk Gen Hosp	Los Angeles Directory Co.
	Tatilian Leon shoe repr	Los Angeles Directory Co.
	Tatilian Saml S clk Co Assessor	Los Angeles Directory Co.
	Tatilian Steven utilitymn Gen Hosp	Los Angeles Directory Co.
1929	Tatilian S Mary h	Los Angeles Directory Co.
	Tatilian Hazel typist Div of Motor Vehicles r	Los Angeles Directory Co.
1924	Malcho Clark P slsmn H M Burgw ald Co h	Los Angeles Directory Co.

2022 1/2 W 31ST

Year	Uses	Source
1981	SHIELDS PAUL	Pacific Telephone

2035 1/2 W 31ST

Year	Uses	Source
1981	CASTILLO ERROL	Pacific Telephone

W 31ST ST

2012 W 31ST ST

Year	Uses	Source
2009	GUILLERMO BADILLO	Cole Information Services
1999	GUILLERMO BADILLO	Cole Information Services

2018 W 31ST ST

Year	Uses	Source
2014	MANFREDO RAMOS	Cole Information Services
	MANFREDO RAMOS	Cole Information Services
2009	MANFREDO RAMOS	Cole Information Services

FINDINGS

Year	Uses	Source
2009	MANFREDO RAMOS	Cole Information Services
2006	MORENOHernesto	Haines Company, Inc
	RAMOS Candida	Haines Company, Inc
2004	MANFREDO RAMOS	Cole Information Services
	MANFREDO RAMOS	Cole Information Services
1999	MANFREDO RAMOS	Cole Information Services
	MANFREDO RAMOS	Cole Information Services
1981	HACKETT JAS	Pacific Telephone
1971	Anderson Conciella	Pacific Telephone
1967	Morris Cencelella	Pacific Telephone
1962	Morris Conciella	Pacific Telephone
1958	Morris Hurlon	Pacific Telephone
1951	W 31st Morris Hurlon r	Pacific Telephone & Telegraph Co.
1942	MORRIS Hurlon H Conciella slsmn	Los Angeles Directory Co.
1937	CANNON Harriett w id J C	Los Angeles Directory Co.
1933	CANNON Harriet J Mrs	Los Angeles Directory Co.
	Talbot Joan mach opr	Los Angeles Directory Co.
1929	CANNON Harriett w id Jas	Los Angeles Directory Co.
1924	CANNON Harriett w id Jas h	Los Angeles Directory Co.

2019 W 31ST ST

Year	Uses	Source
2014	FABIOLA RUIZ	Cole Information Services
	FABIOLA RUIZ	Cole Information Services
2009	FABIOLA RUIZ	Cole Information Services
	FABIOLA RUIZ	Cole Information Services
2004	FABIOLA RUIZ	Cole Information Services
	FABIOLA RUIZ	Cole Information Services
1999	FABIOLA RUIZ	Cole Information Services
	FABIOLA RUIZ	Cole Information Services
1994	HURTADO, A	Cole Information Services
	HURTADO, A	Cole Information Services
1990	OCHOA ANTONIO	Pacific Bell

FINDINGS

Year	Uses	Source
1967	Campbelt Harriett	Pacific Telephone
	Campbelt Harriett	Pacific Telephone
1958	Mitchell C W	Pacific Telephone
	Mitchell C W	Pacific Telephone
1951	W 31st Mitchell C W r	Pacific Telephone & Telegraph Co.
1937	Koigumi Suye Mrs	Los Angeles Directory Co.
1933	TURNER Chas F Sadie gdnr	Los Angeles Directory Co.
	TURNER Gilbert clk	Los Angeles Directory Co.
	TURNER Harlan gdnr	Los Angeles Directory Co.
1929	Gintzburg Rebecca w id G A	Los Angeles Directory Co.
	Gintzburg Saml J tmkpr	Los Angeles Directory Co.
	Gintzburg Wm B electn	Los Angeles Directory Co.
	WARNER Ida M Mrs hemstitcher r	Los Angeles Directory Co.
1924	GRAY Alex M r	Los Angeles Directory Co.
	MURRAY Jack G h	Los Angeles Directory Co.

2021 W 31ST ST

Year	Uses	Source
1967	Grim Johnny	Pacific Telephone

2022 W 31ST ST

Year	Uses	Source
2014	HUGO HERRERA	Cole Information Services
	SHERRIN GARCIA	Cole Information Services
	MARLENE AGUILAR	Cole Information Services
2009	HUGO HERRERA	Cole Information Services
	HECTOR ROMERO	Cole Information Services
	MARLENE AGUILAR	Cole Information Services
2004	HUGO HERRERA	Cole Information Services
1999	HUGO HERRERA	Cole Information Services
	MARLENE AGUILAR	Cole Information Services
	HECTOR ROMERO	Cole Information Services
1976	Shields Paul	Pacific Telephone
1967	Pettus Junius	Pacific Telephone

FINDINGS

Year	Uses	Source
1967	Harper Beulah	Pacific Telephone
1958	Pettus Junius	Pacific Telephone
	Harper Beulah	Pacific Telephone

2023 W 31ST ST

Year	Uses	Source
2014	DOLORES SPEARS	Cole Information Services
2009	DOLORES SPEARS	Cole Information Services
2004	DOLORES SPEARS	Cole Information Services
1999	DOLORES SPEARS	Cole Information Services
1994	BELL, M V	Cole Information Services
1976	Winslow Kenneth Mrs	Pacific Telephone
	Winslow Kenneth Mrs	Pacific Telephone
1967	Winslow Kenneth	Pacific Telephone
1958	Winslow Kenneth	Pacific Telephone

2027 W 31ST ST

Year	Uses	Source
2014	MARTA RODAS	Cole Information Services
2009	CARLOS MENENDEZ	Cole Information Services
2004	WILMER ARRIAGA	Cole Information Services
1999	CARLOS MENENDEZ	Cole Information Services
1976	Andrews Rudabu A	Pacific Telephone
	Tressler Todd	Pacific Telephone
1967	Perry Wm	Pacific Telephone

2028 W 31ST ST

Year	Uses	Source
2014	MIGUEL FERNANDEZ	Cole Information Services
2009	JANELL PENN	Cole Information Services
2004	MARK ROBINSON	Cole Information Services
1999	JANELL PENN	Cole Information Services
	MARK ROBINSON	Cole Information Services
1994	ROBINSON, MARK	Cole Information Services

FINDINGS

Year	Uses	Source
1958	Whitaker Barbara	Pacific Telephone

2029 W 31ST ST

Year	Uses	Source
2009	OCCUPANT UNKNOWN	Cole Information Services
2004	MANUEL BULLNER	Cole Information Services
1999	OCCUPANT UNKNOWN	Cole Information Services
1958	Horton Robt	Pacific Telephone

2030 W 31ST ST

Year	Uses	Source
1999	OCCUPANT UNKNOWN	Cole Information Services

2032 W 31ST ST

Year	Uses	Source
2014	ANA CORTEZ	Cole Information Services

2033 W 31ST ST

Year	Uses	Source
2014	DAHILIA GALANIS-CUEVAS	Cole Information Services
2009	WILLIAM BROWN	Cole Information Services
2004	OCCUPANT UNKNOWN	Cole Information Services
1999	WILLIAM BROWN	Cole Information Services
1994	NOZAKA, TSURUKO	Cole Information Services
1976	Nozaka Tsuruko	Pacific Telephone
1967	Nozaka Tsuruko	Pacific Telephone
1958	Nozaka Tsuruko	Pacific Telephone

2034 W 31ST ST

Year	Uses	Source
2014	OCCUPANT UNKNOWN	Cole Information Services
2009	WILLIE BRIDGEMAN	Cole Information Services
2004	WILLIE BRIDGEMAN	Cole Information Services
1999	WILLIE BRIDGEMAN	Cole Information Services
	OCCUPANT UNKNOWN	Cole Information Services

FINDINGS

2035 W 31ST ST

Year	*Uses*	*Source*
2014	EDUARDO TREJO	Cole Information Services
2009	NIXON HERNANDEZ	Cole Information Services
2004	B HERNANDEZ	Cole Information Services
	JOHN ANDERSON	Cole Information Services
1999	NIXON HERNANDEZ	Cole Information Services
1976	Blue Ernest D	Pacific Telephone
	Green Noah Jr	Pacific Telephone
1967	Franklyn Abdull	Pacific Telephone

2037 W 31ST ST

Year	*Uses*	*Source*
2014	SANDRA MANCIA	Cole Information Services
2009	GLENN YOST	Cole Information Services
2004	OSCAR MALDONADO	Cole Information Services
1999	GLENN YOST	Cole Information Services
1994	WILLIAMS, ANTHONY N	Cole Information Services
1958	Blue Ada Mrs	Pacific Telephone

W JEFFERSON BLVD

1775 W JEFFERSON BLVD

Year	*Uses*	*Source*
2014	DIVA LATINA BEAUTY SALON	Cole Information Services
2009	MASTERS CONSTRUCTION	Cole Information Services
	MOTION AD MEDICAL INC	Cole Information Services
1981	KING HENRY D	Pacific Telephone
	KING HENRY D	Pacific Telephone
1976	King Henry D	Pacific Telephone
	King Henry D	Pacific Telephone
1971	Flash Music Studios	Pacific Telephone
	Flash Music Studios	Pacific Telephone
1967	Flash Music Studios	Pacific Telephone
	Flash Music Studios	Pacific Telephone

Year	Uses	Source
1962	Nutritional Aids Co Inc	Pacific Telephone
1958	Nutritional Aids Co Inc	Pacific Telephone

1778 W JEFFERSON BLVD

Year	Uses	Source
2009	VIDEO CENTER	Cole Information Services
1994	VIDEO CENTER	Cole Information Services
1990	VIDEO CENTER	Pacific Bell

1784 W JEFFERSON BLVD

Year	Uses	Source
1962	Flash Record Shop	Pacific Telephone
	Flash Music Studio	Pacific Telephone
1958	FLASH RECORD SHOP	Pacific Telephone

1789 W JEFFERSON BLVD

Year	Uses	Source
2014	KFC	Cole Information Services
	KFC LOS ANGELES	Cole Information Services
2009	KENTUCKY FRIED CHICKEN	Cole Information Services
	KAZI FOODS INC	Cole Information Services
	KFC	Cole Information Services
2006	KAZ 1 FOODS INC	Haines Company, Inc
2004	KAZI FOODS INC	Cole Information Services
	OCCUPANT UNKNOWN	Cole Information Services
1999	KENTUCKY FRIED CHICKEN	Cole Information Services
1994	KENTUCKY FRIED CHKN	Cole Information Services
1986	TUNE KING	Pacific Bell
1981	TUNE KING	Pacific Telephone
1976	Tune King	Pacific Telephone
1971	MAYFIELD FRIENDLY SERVICE	Pacific Telephone
1967	MAYFIELD FRIENDLY SERVICE	Pacific Telephone
1962	Jefferson & Western Serv	Pacific Telephone
	Jefferson & Western	Pacific Telephone

FINDINGS

Year	Uses	Source
1962	MOBIL SERV STN DLRS For Business Ofc See Mobil Oil Co	Pacific Telephone
1958	Jim & Toshs Nisei Serv	Pacific Telephone
	Jefferson & Western	Pacific Telephone
	MOBIL SERV STN DLRS For Business Ofc See Genl Petroleumo Corp	Pacific Telephone

1800 W JEFFERSON BLVD

Year	Uses	Source
1958	Boutte Wm J	Pacific Telephone

1807 W JEFFERSON BLVD

Year	Uses	Source
1990	ENGLISH CLARENCE O ENGLISH ENTERPRISES	Pacific Bell

1811 W JEFFERSON BLVD

Year	Uses	Source
2014	CHURCHS CHICKEN	Cole Information Services
2006	CHURCHS FRIED	Haines Company, Inc
	CHICKEN INC	Haines Company, Inc
2004	OCCUPANT UNKNOWN	Cole Information Services
1999	CHURCHS FRIED CHICKEN INCORPORATED	Cole Information Services
1994	CHURCHS FRIED CHICKEN	Cole Information Services
1990	CHURCH S FRIED CHICKEN INC LOS ANGELES NO 128	Pacific Bell

1814 W JEFFERSON BLVD

Year	Uses	Source
2014	HYNDOL SUNKYO MISSION INC	Cole Information Services
2006	ACOSTAReyes	Haines Company, Inc
2004	REYES ACOSTA	Cole Information Services
1994	BROOKS BILLING & MANAGEMENT	Cole Information Services

1815 W JEFFERSON BLVD

Year	Uses	Source
2014	HOUSE OF DIMES	Cole Information Services

FINDINGS

Year	Uses	Source
2009	HOUSE OF DIMES	Cole Information Services
2006	HOUSE OF DIMES	Haines Company, Inc
2004	HOUSE OF DIMES	Cole Information Services
1999	VERGS TACO HOUSE	Cole Information Services
1994	VERGS TACO HOUSE	Cole Information Services
1990	VERG S TACO HOUSE	Pacific Bell
1986	VERG S TACO HOUSE	Pacific Bell
1981	VERG S TACO HOUSE	Pacific Telephone
1976	Vergs Taco House	Pacific Telephone
1971	House Of Dimes	Pacific Telephone

1816 W JEFFERSON BLVD

Year	Uses	Source
1999	SHOW OFF NAIL	Cole Information Services
1994	SHOW OFF NAIL	Cole Information Services
1990	EDWARDS CLOTHING	Pacific Bell
	SHOW OFF NAIL	Pacific Bell
	EDWARDS CLOTHING	Pacific Bell
1986	CALIFORNIA APPLIANCES	Pacific Bell
	EDWARDS CLOTHING	Pacific Bell
	EDWARDS CLOTHING	Pacific Bell
1981	EDWARDS CLOTHING	Pacific Telephone
	EDWARDS CLOTHING	Pacific Telephone
	CO LURN	Pacific Telephone
	GEORGE EDWARDS EDWARDS COTHING	Pacific Telephone
1976	George Edw ards Edw ards Clothing	Pacific Telephone
	Garlow & Co furn	Pacific Telephone
	Edw ards Clothing	Pacific Telephone
	Edw ards Clothing	Pacific Telephone
1971	George Edw ards Edw ards Clothing	Pacific Telephone
	Garlow & Co furn	Pacific Telephone
	Edw ards Clothing	Pacific Telephone
	Edw ards Clothing	Pacific Telephone

Year	Uses	Source
1967	George Edwards Edwards Clothing	Pacific Telephone
	Garlow Realty Co	Pacific Telephone
	Garlow & Co furn	Pacific Telephone
	Edwards Clothing	Pacific Telephone
	Edwards Clothing	Pacific Telephone
1962	George Edwards Edwards Clothing	Pacific Telephone
	Garlow Realty Co	Pacific Telephone
	Garlow & Co furn	Pacific Telephone
	Edwards Clothing	Pacific Telephone
	Edwards Clothing	Pacific Telephone
1958	Garlow Realty Co	Pacific Telephone
	Edwards Lee A Edwards Furn Store	Pacific Telephone
	Edwards Furn Store	Pacific Telephone

1823 W JEFFERSON BLVD

Year	Uses	Source
2014	DOMITILA ENCISO	Cole Information Services
2006	No Current Listing	Haines Company, Inc
2004	ANDREW WEARY	Cole Information Services

1816 1/2 W JEFFERSON BLVD

Year	Uses	Source
1990	RODRIGUEZ MARIA	Pacific Bell

WESTERN AVE S

3000 WESTERN AVE S

Year	Uses	Source
2000	THIRTIETH ST CHRSTN	Haines & Company
	CHRISTIAN CHURCH	Haines & Company

3001 WESTERN AVE S

Year	Uses	Source
1951	S Westn Lewis & Hayes Autos	Pacific Telephone & Telegraph Co.

FINDINGS

3005 WESTERN AVE S

Year	Uses	Source
1951	S Westn Bozajian Koorken H r	Pacific Telephone & Telegraph Co.

3006 WESTERN AVE S

Year	Uses	Source
2000	GOMEZ Alfonso	Haines & Company
1951	S Westrn Reed Bernice A Community Psychiatric Clinic	Pacific Telephone & Telegraph Co.
	S Westrn Community Psychiatric Clinic	Pacific Telephone & Telegraph Co.

3008 WESTERN AVE S

Year	Uses	Source
2000	XXXX	Haines & Company
1951	S Westrn Rubys Steak House	Pacific Telephone & Telegraph Co.

3010 WESTERN AVE S

Year	Uses	Source
2000	AVALOS Humberto	Haines & Company
	PRINCIPE DE PAZ	Haines & Company
1951	S Westrn De Blancs Barber Shop	Pacific Telephone & Telegraph Co.

3011 WESTERN AVE S

Year	Uses	Source
1951	S Westrn Av Vann Earnestine r	Pacific Telephone & Telegraph Co.

3016 WESTERN AVE S

Year	Uses	Source
1951	S Westrn Tatum Ruth M r	Pacific Telephone & Telegraph Co.
	S Westrn Humason P C ofc	Pacific Telephone & Telegraph Co.

3017 WESTERN AVE S

Year	Uses	Source
2000	MAPLE LEAF TOURS CHARTER BUS	Haines & Company
1951	S Westrn Guidry Sidney r	Pacific Telephone & Telegraph Co.

FINDINGS

3019 WESTERN AVE S

Year	Uses	Source
1951	S Westrn Av Vontoure Marcel L r	Pacific Telephone & Telegraph Co.

3021 WESTERN AVE S

Year	Uses	Source
2000	FATBURGER	Haines & Company
	YANCEY Lovie	Haines & Company

3023 WESTERN AVE S

Year	Uses	Source
2000	MR FATBURGERS KTCHN	Haines & Company
1951	S Westrn Sw ayne Bros Serv	Pacific Telephone & Telegraph Co.

3026 WESTERN AVE S

Year	Uses	Source
1951	S Westrn Av Happy Home Furn	Pacific Telephone & Telegraph Co.
	S Westrn Av Happy Home Furn	Pacific Telephone & Telegraph Co.

3058 WESTERN AVE S

Year	Uses	Source
2000	XXXX	Haines & Company

3104 WESTERN AVE S

Year	Uses	Source
2000	WESTERN AV S 900 CONT	Haines & Company
	GABAY Yechezkel	Haines & Company
	CITY RECYCLING CENTER	Haines & Company

3106 WESTERN AVE S

Year	Uses	Source
1951	S Westrn Av Cotton Ennis r	Pacific Telephone & Telegraph Co.
	S Westrn Av Cotton Rlty Ennis	Pacific Telephone & Telegraph Co.
	S Westrn Cotton Ennis Rlty	Pacific Telephone & Telegraph Co.

3108 WESTERN AVE S

Year	Uses	Source
1951	S Westrn Av Claudias Specialty Shop	Pacific Telephone & Telegraph Co.

FINDINGS

3109 WESTERN AVE S

Year	Uses	Source
2000	HOTEL WATKINS BRBR	Haines & Company
	STERLIGNS SHOE REPAIRING & SERV	Haines & Company
	a 1/2 SMART BELIZE ENTERPRISE	Haines & Company
1951	S Westrn Brow ns Rug & Upholstry Clnrs	Pacific Telephone & Telegraph Co.
	S Westrn Av Brow ns Upholstry & Rug Clnrs	Pacific Telephone & Telegraph Co.

3110 WESTERN AVE S

Year	Uses	Source
1951	S Westrn Av Malarcher Chas Charles Barber Shop	Pacific Telephone & Telegraph Co.
	S Westrn Av Charles Barber Shop	Pacific Telephone & Telegraph Co.

3111 WESTERN AVE S

Year	Uses	Source
2000	CREASSIE NEW DRCTN	Haines & Company
1951	S Westrn Dan Dee Clnrs	Pacific Telephone & Telegraph Co.

3112 WESTERN AVE S

Year	Uses	Source
2000	BUTCHER Lenn	Haines & Company
1951	S Westrn Holloman L L MD	Pacific Telephone & Telegraph Co.
	S Westrn Leonard A R Dr	Pacific Telephone & Telegraph Co.
	S Westn Medical Pharmacy	Pacific Telephone & Telegraph Co.
	S Westrn Medical Pharmacy	Pacific Telephone & Telegraph Co.
	S Westrn Taylor Medical Bldg	Pacific Telephone & Telegraph Co.
	S Westrn Weekes Leroy R MD	Pacific Telephone & Telegraph Co.
	S Westrn Carney John W MD	Pacific Telephone & Telegraph Co.
	S Westrn H W B Medical Lab	Pacific Telephone & Telegraph Co.
	S Westrn Taylor J Phyromn MD	Pacific Telephone & Telegraph Co.
	S Westrn Stratton E W Jr MD	Pacific Telephone & Telegraph Co.
	S Westrn Shumate Lincoln W MD	Pacific Telephone & Telegraph Co.

FINDINGS

3115 WESTERN AVE S

Year	*Uses*	*Source*
2000	ABIC LIQUOR	Haines & Company
	SCHIFMAN Aron 00 DO	Haines & Company
1951	S Westrn Bloom Liquors	Pacific Telephone & Telegraph Co.
	S Westn Bloom Liquors	Pacific Telephone & Telegraph Co.
	S Westrn Bloom Jack liqrs	Pacific Telephone & Telegraph Co.

3125 WESTERN AVE S

Year	*Uses*	*Source*
2000	XXXX	Haines & Company

3400 WESTERN AVE S

Year	*Uses*	*Source*
1951	S Westn Macs Furn	Pacific Telephone & Telegraph Co.

3401 WESTERN AVE S

Year	*Uses*	*Source*
2000	XXXX	Haines & Company

FINDINGS

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched	Address Not Identified in Research Source
1764 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1765 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1766 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1767 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1768 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1769 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
1771 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1772 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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

FINDINGS

Address Researched	Address Not Identified in Research Source
1774 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1775 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1775 W JEFFERSON BLVD	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1775 W JEFFERSON BLVD	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
1777 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
1778 W JEFFERSON BLVD	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1778 W JEFFERSON BLVD	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1784 W JEFFERSON BLVD	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1789 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1789 W JEFFERSON BLVD	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1789 W JEFFERSON BLVD	2006, 2003, 2001, 2000, 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
1800 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
1800 W JEFFERSON BLVD	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 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
1807 W JEFFERSON BLVD	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1811 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1811 W JEFFERSON BLVD	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1811 W JEFFERSON BLVD	2009, 2006, 2003, 2001, 2000, 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
1814 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1814 W JEFFERSON BLVD	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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

FINDINGS

Address Researched	Address Not Identified in Research Source
1814 W JEFFERSON BLVD	2009, 2006, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1815 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1815 W JEFFERSON BLVD	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1980, 1975, 1972, 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
1815 W JEFFERSON BLVD	2006, 2003, 2001, 2000, 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
1816 1/2 W JEFFERSON BLVD	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1816 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1816 W JEFFERSON BLVD	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 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
1816 W JEFFERSON BLVD	2014, 2009, 2006, 2004, 2003, 2001, 2000, 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
1817 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1818 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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

FINDINGS

Address Researched	Address Not Identified in Research Source
1823 JEFFERSON BLVD W	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
1823 W JEFFERSON BLVD	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
1823 W JEFFERSON BLVD	2009, 2006, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
1872 W 30TH ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 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
1884 W 30TH ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1923 W 30 ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1924 W 30 ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1932 W 30 ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1936 W 30 ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
2012 W 31ST ST	2014, 2006, 2004, 2003, 2001, 2000, 1996, 1995, 1994, 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
2018 W 31ST ST	2006, 2003, 2001, 2000, 1996, 1995, 1994, 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
2018 W 31ST ST	2006, 2003, 2001, 2000, 1996, 1995, 1994, 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
2018 W 31ST ST	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2019 31ST ST W	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2019 W 30TH	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2019 W 31ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2019 W 31ST ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 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
2019 W 31ST ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2019 W 31ST ST	2006, 2003, 2001, 2000, 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

FINDINGS

Address Researched	Address Not Identified in Research Source
2019 W 31ST ST	2006, 2003, 2001, 2000, 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
2021 W 31ST ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2022 1/2 W 31ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2022 31ST ST	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2022 31ST ST W	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2022 W 31ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 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
2022 W 31ST ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 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
2022 W 31ST ST	2006, 2003, 2001, 2000, 1996, 1995, 1994, 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
2023 31ST ST	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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

FINDINGS

Address Researched	Address Not Identified in Research Source
2023 31ST ST W	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2023 W 31ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2023 W 31ST ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 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
2023 W 31ST ST	2006, 2003, 2001, 2000, 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
2027 31ST ST	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2027 W 31ST ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2027 W 31ST ST	2006, 2003, 2001, 2000, 1996, 1995, 1994, 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
2028 31ST ST	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2028 31ST ST W	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2028 W 31ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 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, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2028 W 31ST ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 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
2028 W 31ST ST	2006, 2003, 2001, 2000, 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
2029 31ST ST	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2029 31ST ST W	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2029 W 31ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2029 W 31ST ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 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
2029 W 31ST ST	2014, 2006, 2003, 2001, 2000, 1996, 1995, 1994, 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
2030 W 31ST ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1996, 1995, 1994, 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
2032 31ST ST	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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

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Address Researched	Address Not Identified in Research Source
2032 W 31ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2032 W 31ST ST	2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2033 31ST ST	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2033 31ST ST W	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2033 W 31ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2033 W 31ST ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 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
2033 W 31ST ST	2006, 2003, 2001, 2000, 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
2034 31ST ST	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2034 31ST ST W	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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

FINDINGS

Address Researched	Address Not Identified in Research Source
2034 W 31ST ST	2006, 2003, 2001, 2000, 1996, 1995, 1994, 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
2035 1/2 W 31ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2035 31ST ST	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2035 W 31ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 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
2035 W 31ST ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2035 W 31ST ST	2006, 2003, 2001, 2000, 1996, 1995, 1994, 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
2037 31ST ST	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
2037 W 31ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 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
2037 W 31ST ST	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 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
2037 W 31ST ST	2006, 2003, 2001, 2000, 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

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Address Researched	Address Not Identified in Research Source
2991 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1996, 1995, 1994, 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
3000 S WESTERN AVE	2006, 2003, 2001, 2000, 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
3000 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3000 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3001 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3001 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
3002 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3005 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3005 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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

FINDINGS

Address Researched	Address Not Identified in Research Source
3006 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 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, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3006 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3007 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3008 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3008 S WESTERN AVE	2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
3008 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3010 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1980, 1972, 1969, 1967, 1965, 1963, 1961, 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
3010 S WESTERN AVE	2014, 2009, 2006, 2003, 2001, 2000, 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
3010 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3011 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
3011 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
3012 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3016 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3016 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
3017 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3017 S WESTERN AVE	2014, 2009, 2006, 2003, 2001, 2000, 1996, 1995, 1994, 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
3017 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3019 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3019 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
3021 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1985, 1980, 1975, 1972, 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, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
3021 S WESTERN AVE	2014, 2009, 2006, 2003, 2001, 2000, 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
3021 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3022 S WESTERN AVE	2014, 2009, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1985, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3022 S WESTERN AVE	2006, 2003, 2001, 2000, 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
3022 S WESTERN AVE	2006, 2003, 2001, 2000, 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
3023 S WESTERN	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3023 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1980, 1975, 1972, 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, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3023 S WESTERN AVE	2009, 2006, 2003, 2001, 2000, 1996, 1995, 1994, 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
3023 S WESTERN AVE	2009, 2006, 2003, 2001, 2000, 1996, 1995, 1994, 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
3023 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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

FINDINGS

Address Researched	Address Not Identified in Research Source
3024 1/2 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3024 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3025 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3026 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
3027 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3028 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3032 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3041 S HOBART BLVD	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3043 S HOBART BLVD	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
3058 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3059 S HOBART BLVD	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3067 HOBART BLVD S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3074 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3088 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3096 N WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3100 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 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
3102 HOBART BLVD S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
3102 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
3103 HOBART BLVD S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3103 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3104 S WESTERN AVE	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3104 S WESTERN AVE	2014, 2009, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3104 S WESTERN AVE	2006, 2003, 2001, 2000, 1996, 1995, 1994, 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
3104 S WESTERN AVE	2006, 2003, 2001, 2000, 1996, 1995, 1994, 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
3104 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3106 HOBART BLVD S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3106 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3106 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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

FINDINGS

Address Researched	Address Not Identified in Research Source
3107 HOBART BLVD S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
3108 HOBART BLVD S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3108 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
3109 1/2 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3109 1/4 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3109 S WESTERN AVE	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1981, 1980, 1975, 1972, 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, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3109 S WESTERN AVE	2006, 2003, 2001, 2000, 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
3109 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3110 HOBART BLVD S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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

FINDINGS

Address Researched	Address Not Identified in Research Source
3110 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 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
3110 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
3111 S WESTERN AVE	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1986, 1985, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3111 S WESTERN AVE	2006, 2003, 2001, 2000, 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
3111 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3112 HOBART BLVD S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3112 S WESTERN AV R STATION MONICA	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3112 S WESTERN AV RESTR 867 AND	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3112 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1985, 1981, 1980, 1975, 1972, 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, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3112 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1985, 1981, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
3112 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3113 HOBART BLVD S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3114 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3115 S WESTERN AVE	2014, 2009, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 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
3115 S WESTERN AVE	2006, 2003, 2001, 2000, 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
3115 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3116 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3118 HOBART BLVD S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
3118 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3119 HOBART BLVD S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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

FINDINGS

Address Researched	Address Not Identified in Research Source
3119 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3121 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3122 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3123 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3124 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3125 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3125 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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
3127 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
3129 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
3135 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3200 N WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3201 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3400 S WESTERN AVE	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3400 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1994, 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
3401 WESTERN AVE S	2014, 2009, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1994, 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

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched	Address Not Identified in Research Source
3101 S. Western Ave	2006, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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

3101 S. Western Ave., Los Angeles, California 9001

3101 S. Western Ave

Los Angeles, CA 90018

Inquiry Number: 6937848.3

April 14, 2022

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

04/14/22

Site Name:

3101 S. Western Ave., Los Ang
3101 S. Western Ave
Los Angeles, CA 90018
EDR Inquiry # 6937848.3

Client Name:

EFI Global Inc.
5261 West Imperial Highway
Los Angeles, CA 90045
Contact: Nicola Wells

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1969	1954
1968	1950
1966	1922
1961	1907
1960	
1959	
1956	

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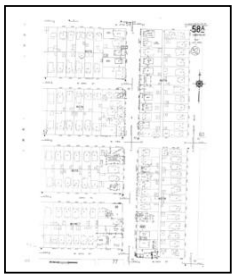
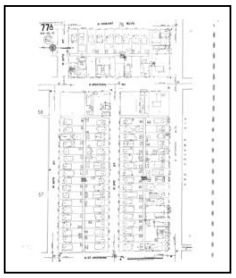
Sanborn Sheet Key

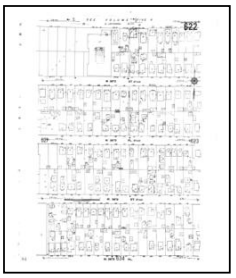
This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.

1970 Source Sheets

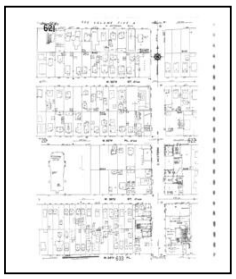

Volume 5A, Sheet 58a
1970

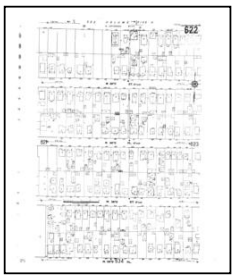

Volume 5A, Sheet 77a
1970

Volume 6, Sheet 621
1970


Volume 6, Sheet 622
1970

1969 Source Sheets


Volume 6, Sheet 621
1969


Volume 6, Sheet 622
1969

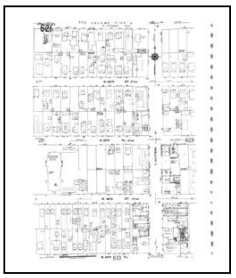
Volume 5A, Sheet 58a
1969

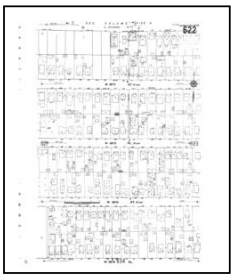
Volume 5A, Sheet 77a
1969

1968 Source Sheets

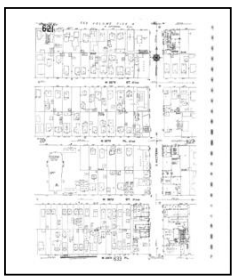
Volume 5A, Sheet 77a
1968

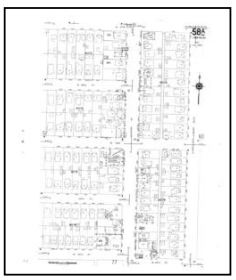
Volume 5A, Sheet 58a
1968


Volume 6, Sheet 621
1968


Volume 6, Sheet 622
1968

1966 Source Sheets


Volume 6, Sheet 621
1966


Volume 5A, Sheet 58a
1966

Volume 5A, Sheet 77a
1966

Sanborn Sheet Key

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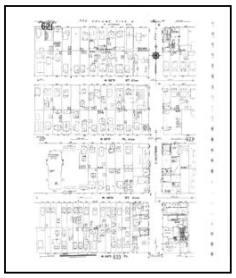
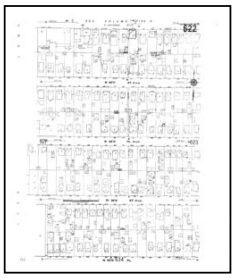
1961 Source Sheets

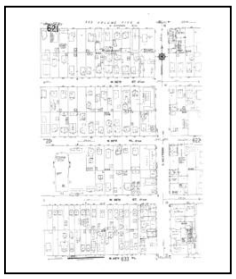


Volume 6, Sheet 621
1961

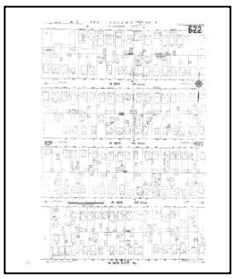


Volume 6, Sheet 622
1961

1960 Source Sheets

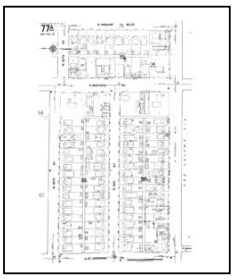


Volume 6, Sheet 621
1960



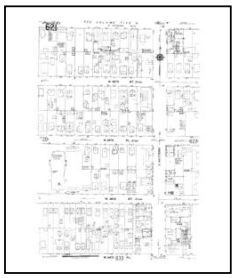
Volume 6, Sheet 622
1960

Volume 5A, Sheet 58a
1960

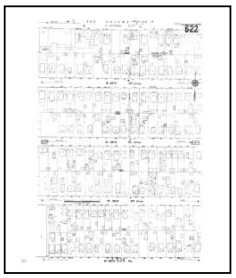


Volume 5A, Sheet 77a
1960

1959 Source Sheets



Volume 6, Sheet 621
1959



Volume 6, Sheet 622
1959

1956 Source Sheets

Volume 5A, Sheet 58a
1956

Volume 5A, Sheet 77a
1956

Sanborn Sheet Key

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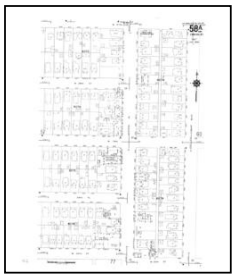
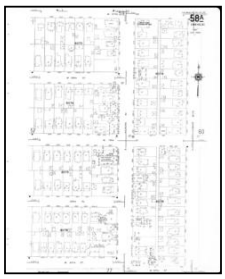
1955 Source Sheets



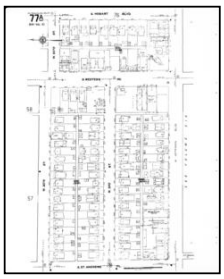
Volume 5A, Sheet 58a
1955

Volume 5A, Sheet 77a
1955

1954 Source Sheets

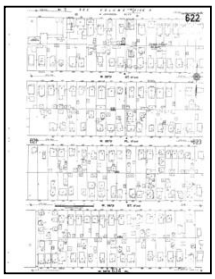


Volume 5A, Sheet 58a
1954

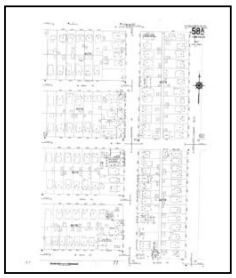


Volume 5A, Sheet 77a
1954

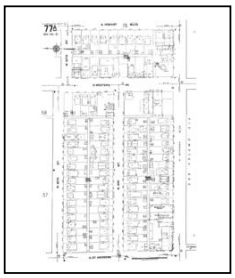
Volume 6, Sheet 621
1954



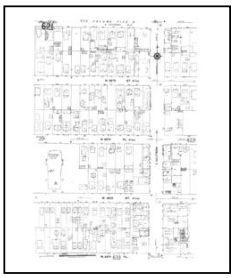
Volume 6, Sheet 622
1954



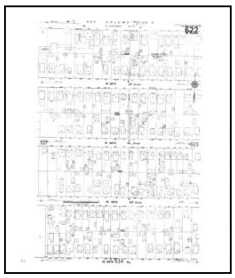
Volume 5A, Sheet 58a
1954



Volume 5A, Sheet 77a
1954



Volume 6, Sheet 621
1954

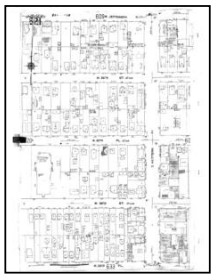


Volume 6, Sheet 622
1954

1950 Source Sheets

Volume 6, Sheet 606
1950

Volume 6, Sheet 609
1950



Volume 6, Sheet 621
1950

Volume 6, Sheet 622
1950

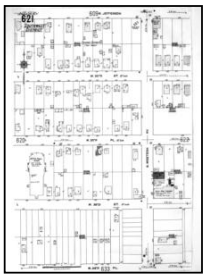
Sanborn Sheet Key

This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.

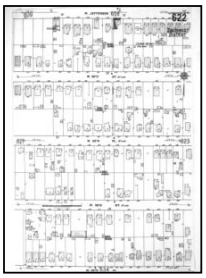
1922 Source Sheets

Volume 6, Sheet 606
1922

Volume 6, Sheet 609
1922

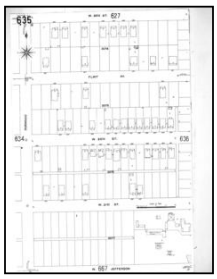


Volume 6, Sheet 621
1922



Volume 6, Sheet 622
1922

1907 Source Sheets

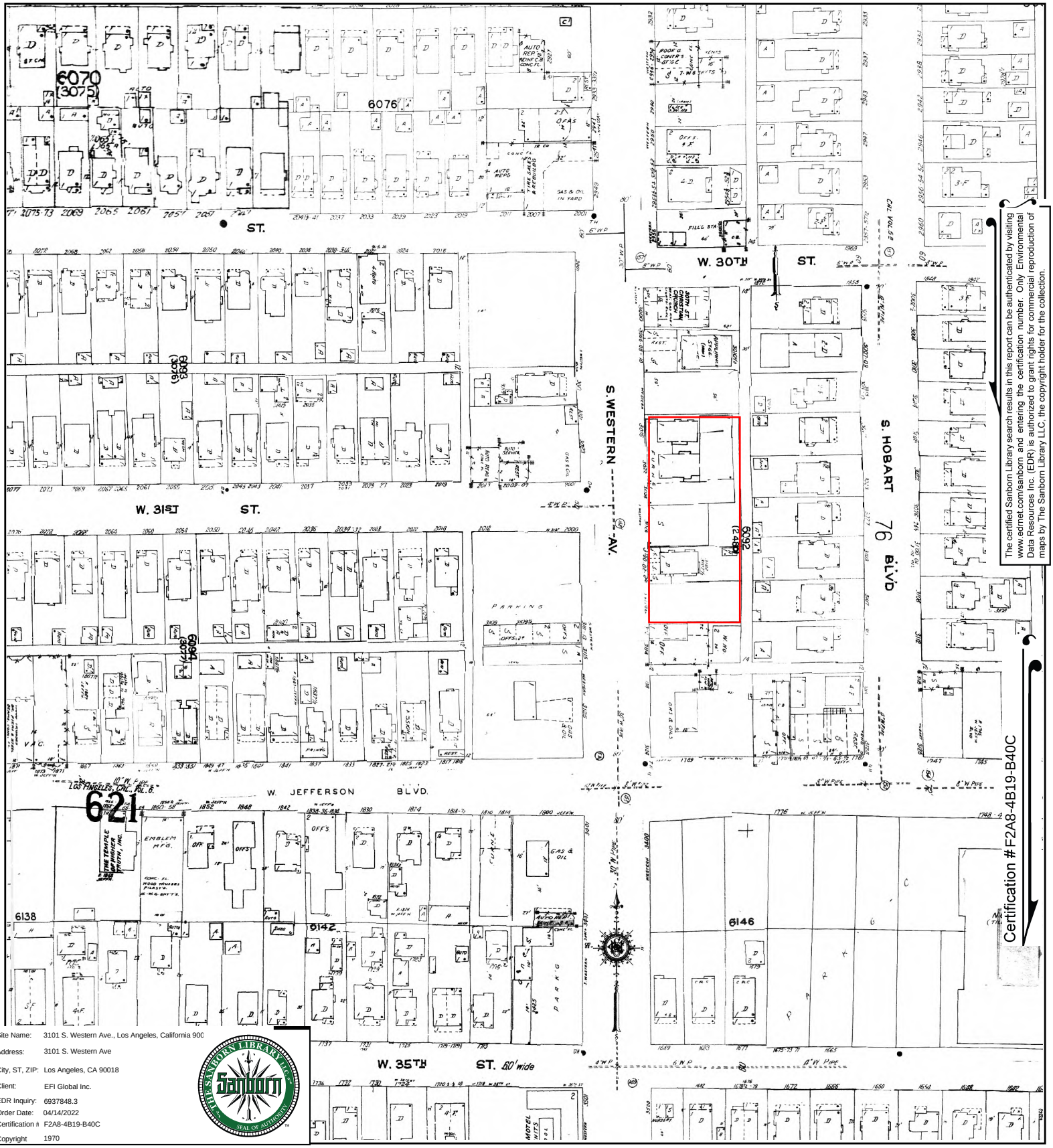


Volume 6, Sheet 635
1907

Volume 6, Sheet 636
1907

Volume 6, Sheet 667
1907

Volume 6, Sheet 668
1907



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EDR Inquiry:	6937848.3
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Copyright	1970

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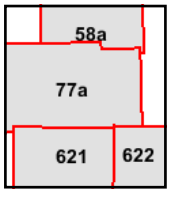
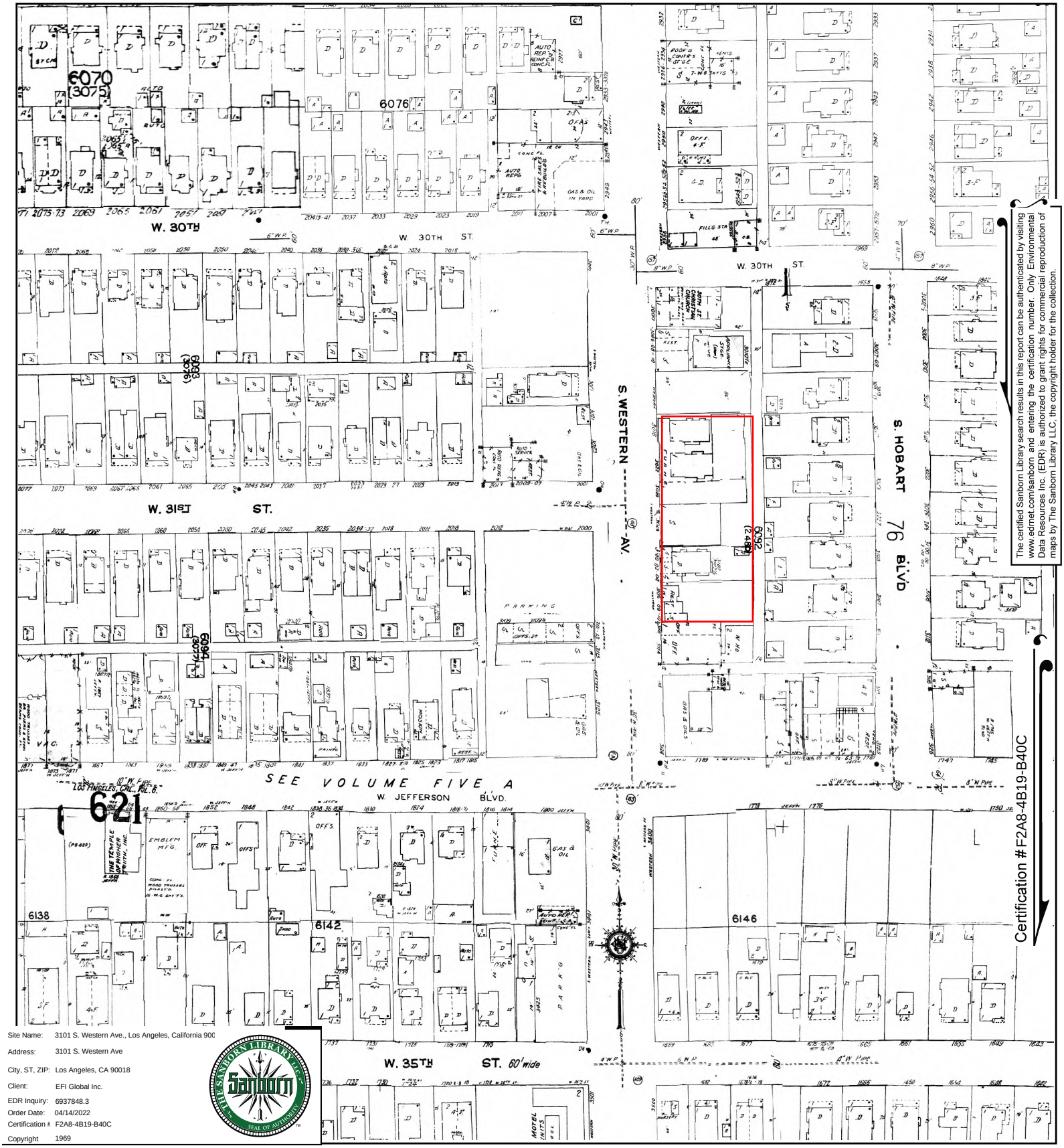


Volume 6, Sheet 622
Volume 6, Sheet 621
Volume 5A, Sheet 77a
Volume 5A, Sheet 58a

N



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Copyright	1969

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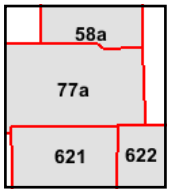

Volume 5A, Sheet 77a
Volume 5A, Sheet 58a
Volume 6, Sheet 622
Volume 6, Sheet 621

0 Feet 150 300 600

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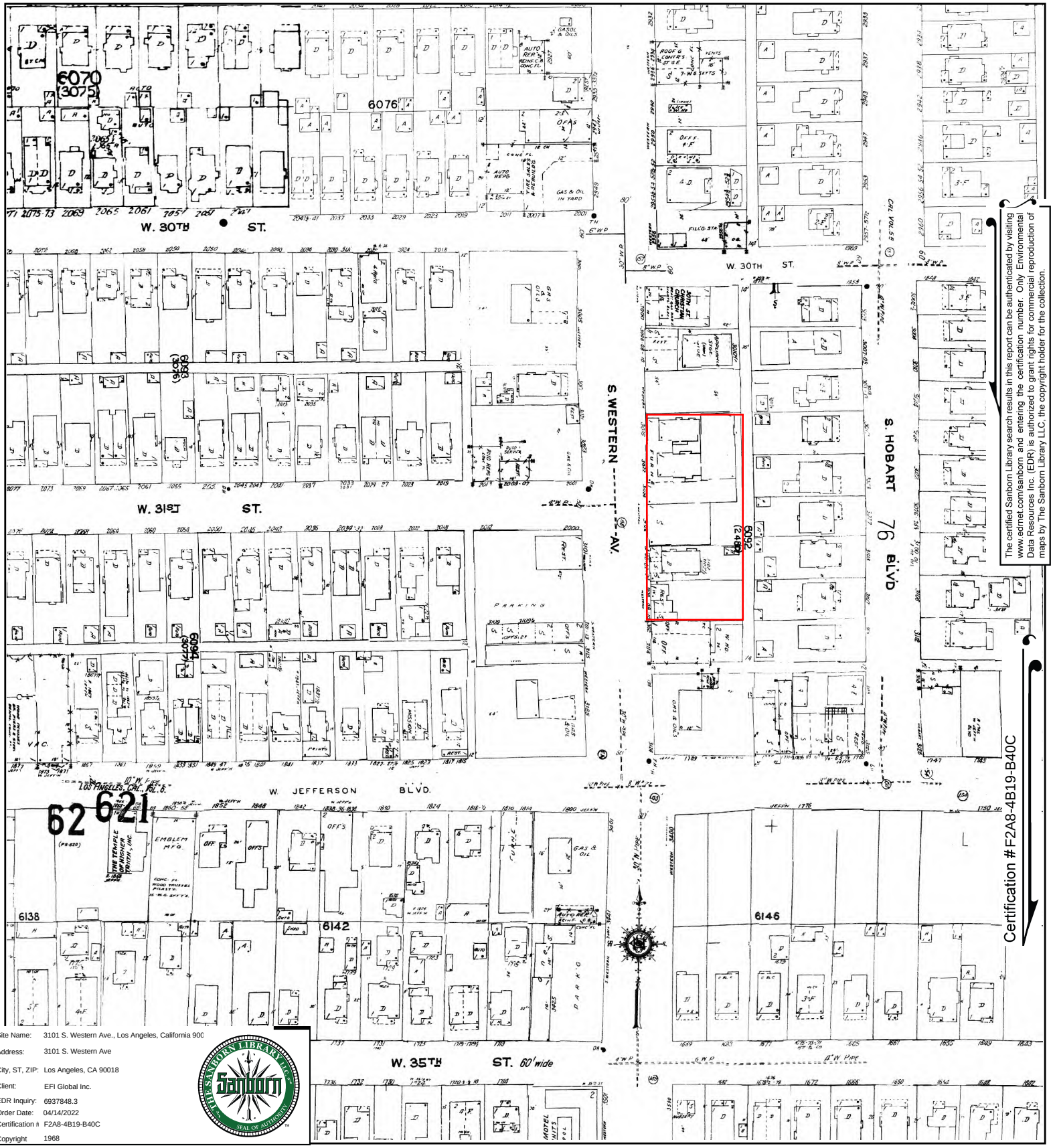
Certified Sanborn® Map

1968



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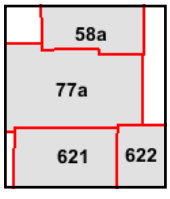
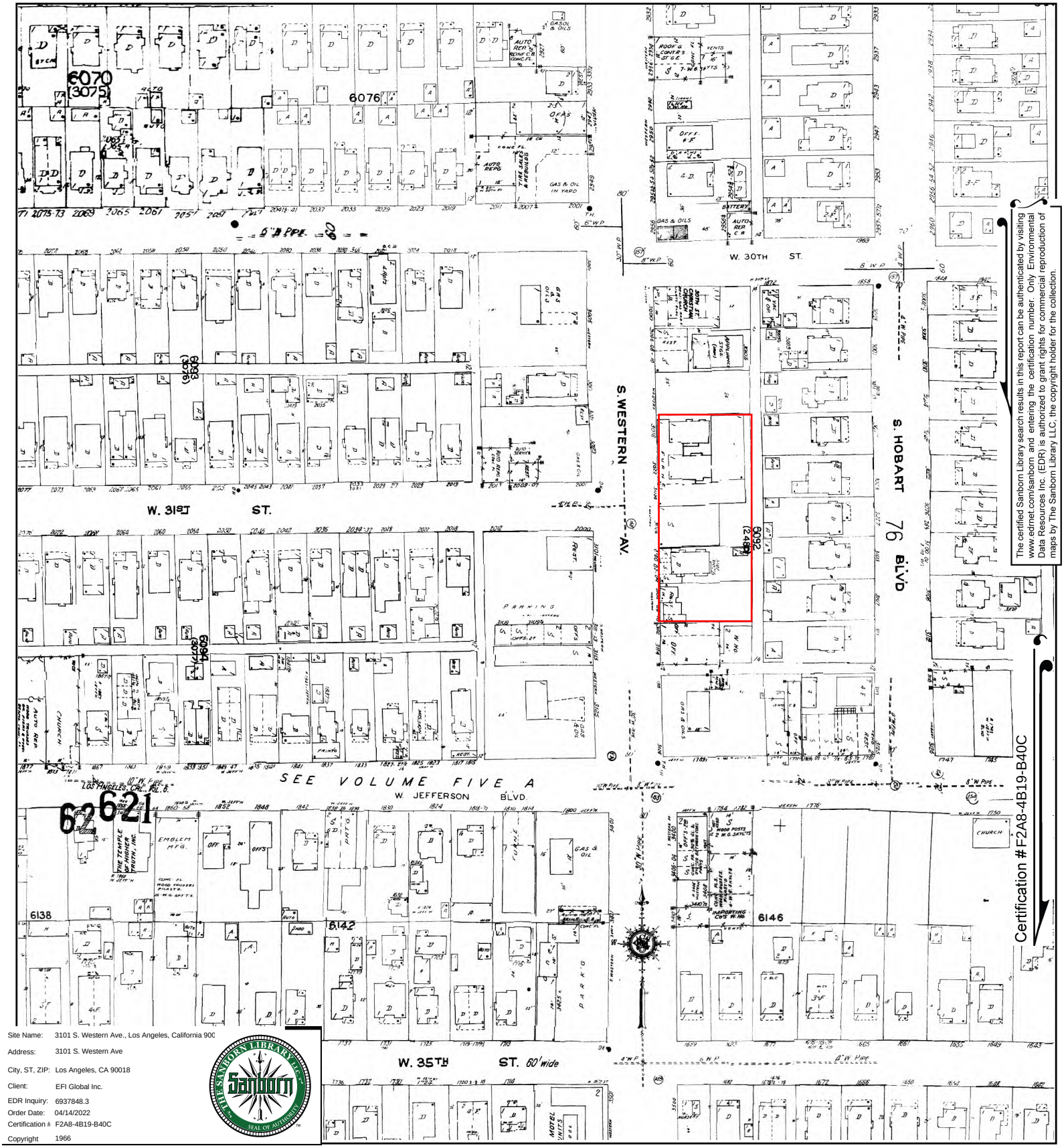


Volume 6, Sheet 622
Volume 6, Sheet 621
Volume 5A, Sheet 58a
Volume 5A, Sheet 77a

N



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Copyright	1966

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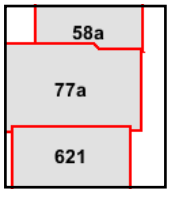

Volume 5A, Sheet 77a
Volume 5A, Sheet 58a
Volume 6, Sheet 621

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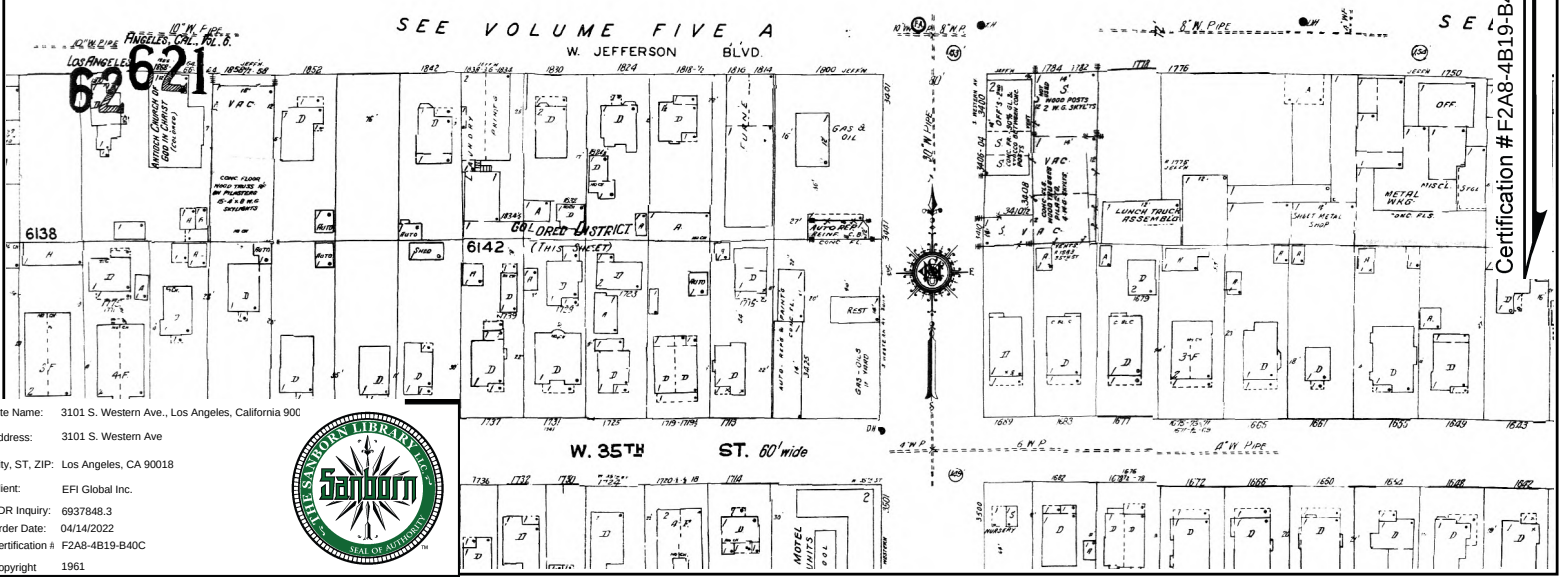

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Copyright 1961

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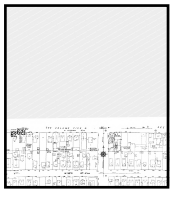
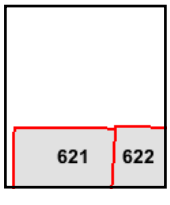


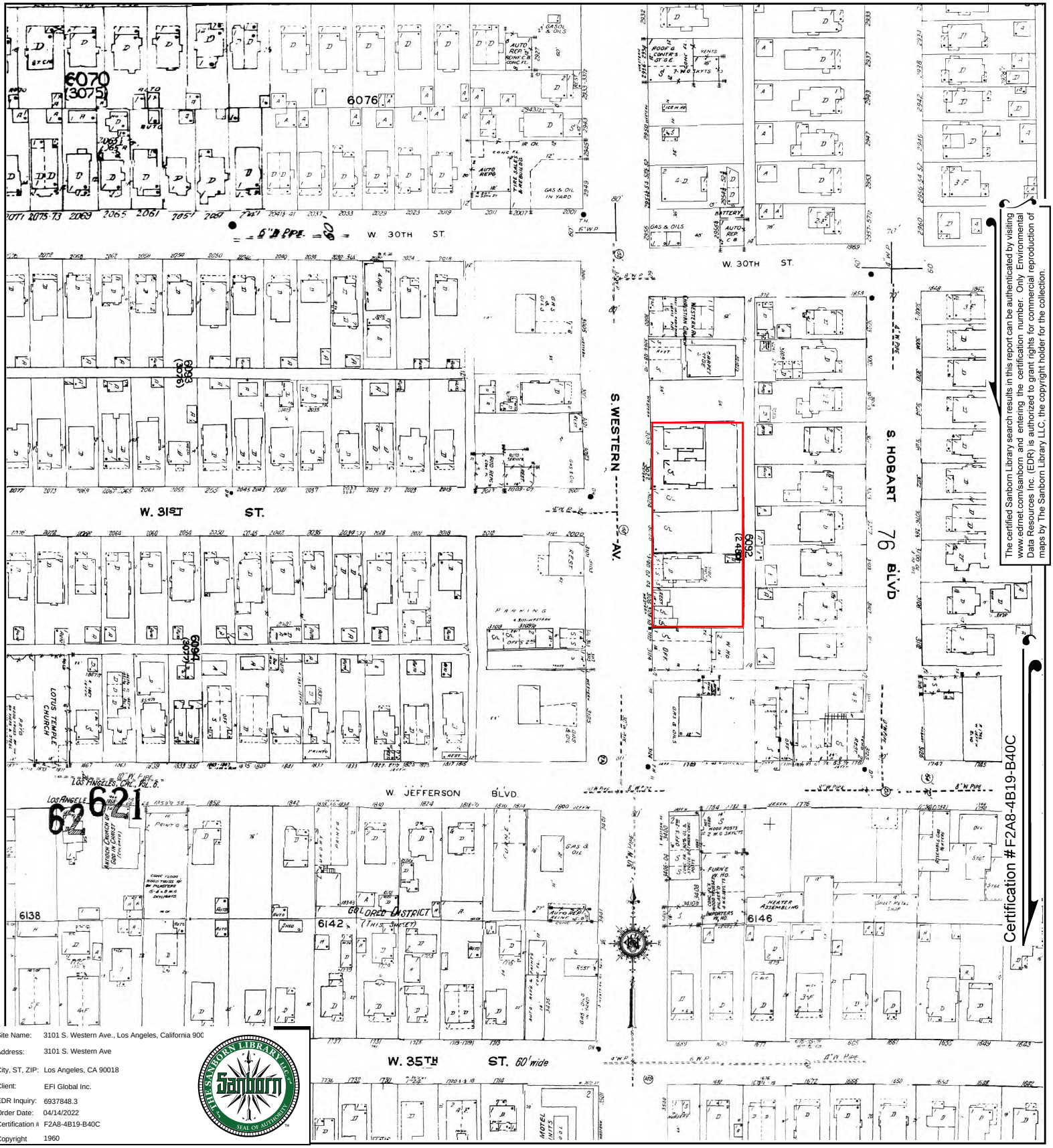


Volume 6, Sheet 622
Volume 6, Sheet 621

N

Certified Sanborn® Map

1960



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Certification #:	F2A8-4B19-B40C
Copyright	1960

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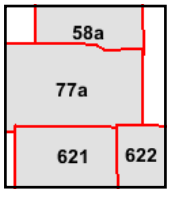

Volume 5A, Sheet 77a
Volume 5A, Sheet 58a
Volume 6, Sheet 622
Volume 6, Sheet 621

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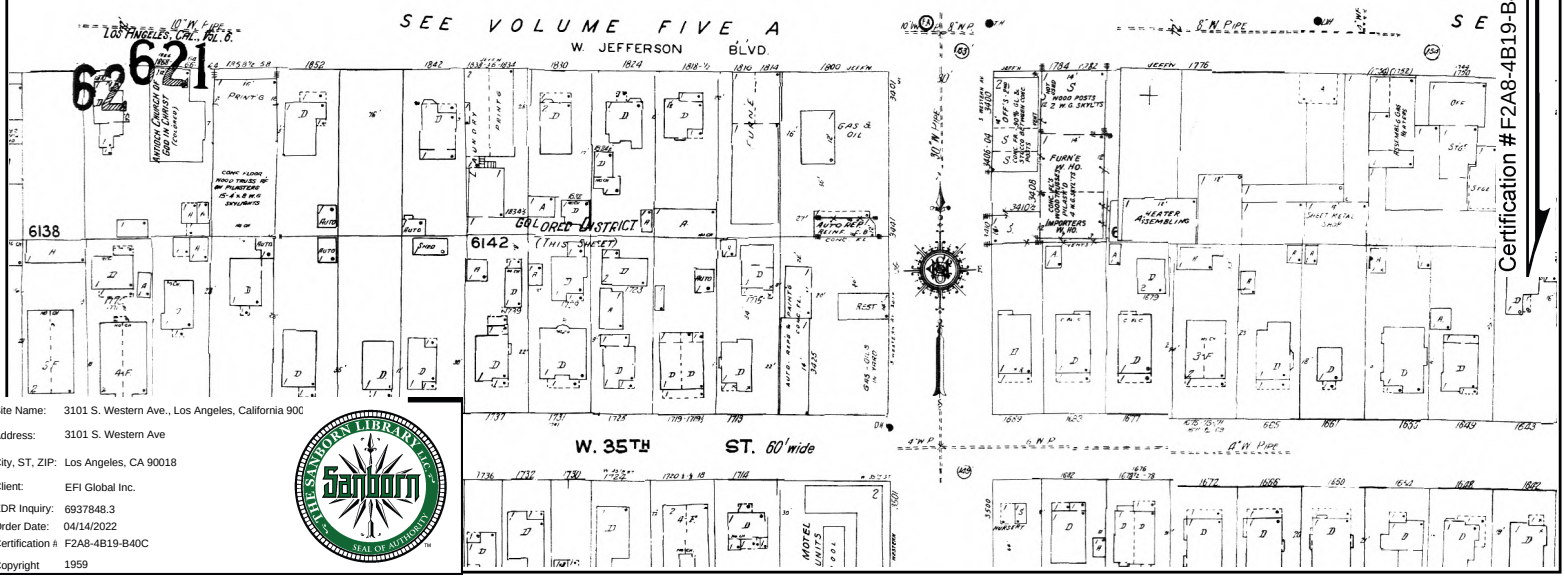

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Certification #	F2A8-4B19-B40C
Copyright	1959

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Volume 6, Sheet 622
Volume 6, Sheet 621

0 Feet 150 300 600

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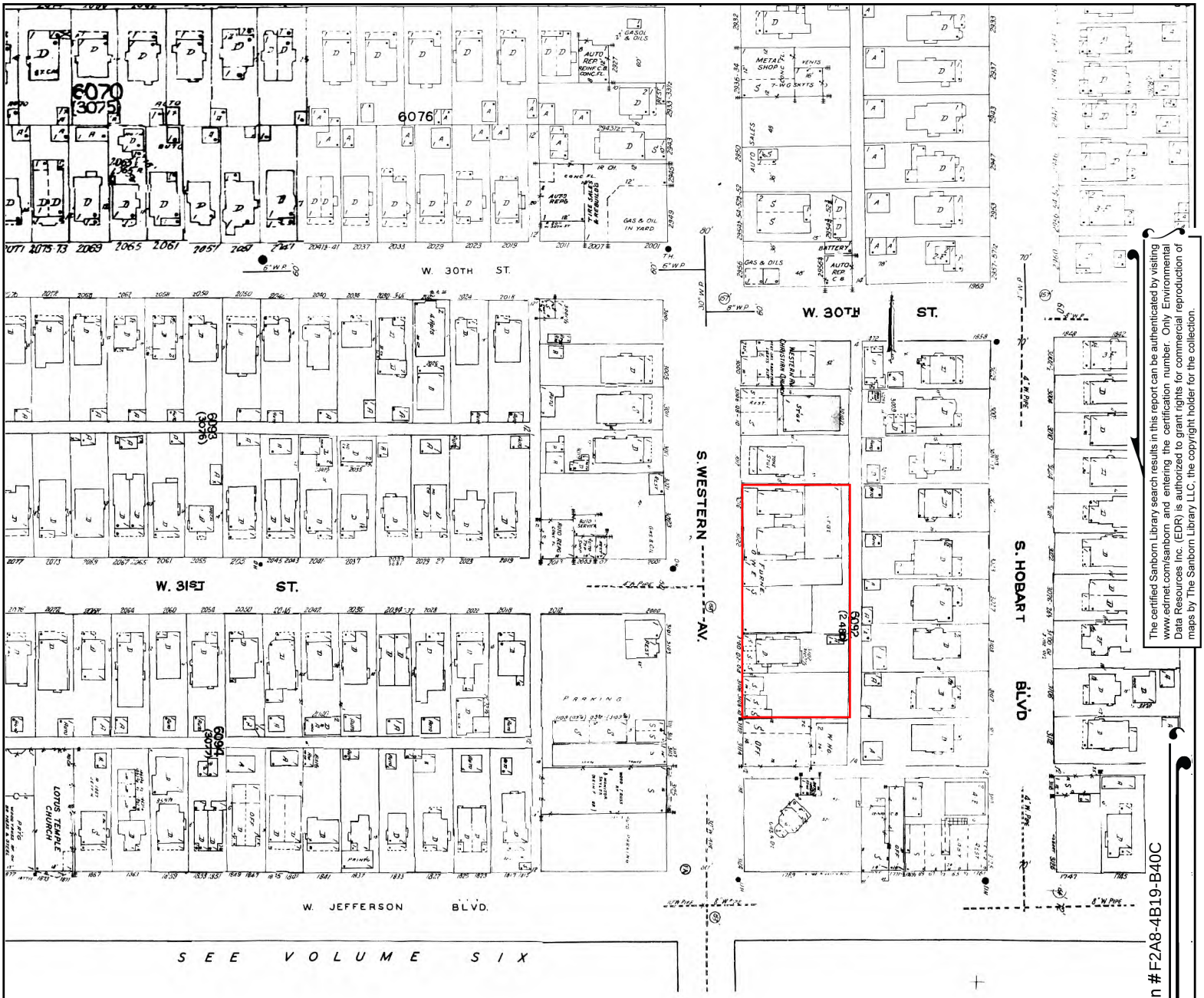

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EDR Inquiry: 6937848.3
Order Date: 04/14/2022
Certification #: F2A8-4B19-B40C
Copyright: 1956

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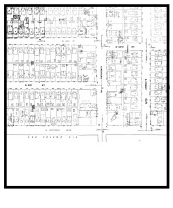
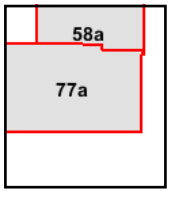
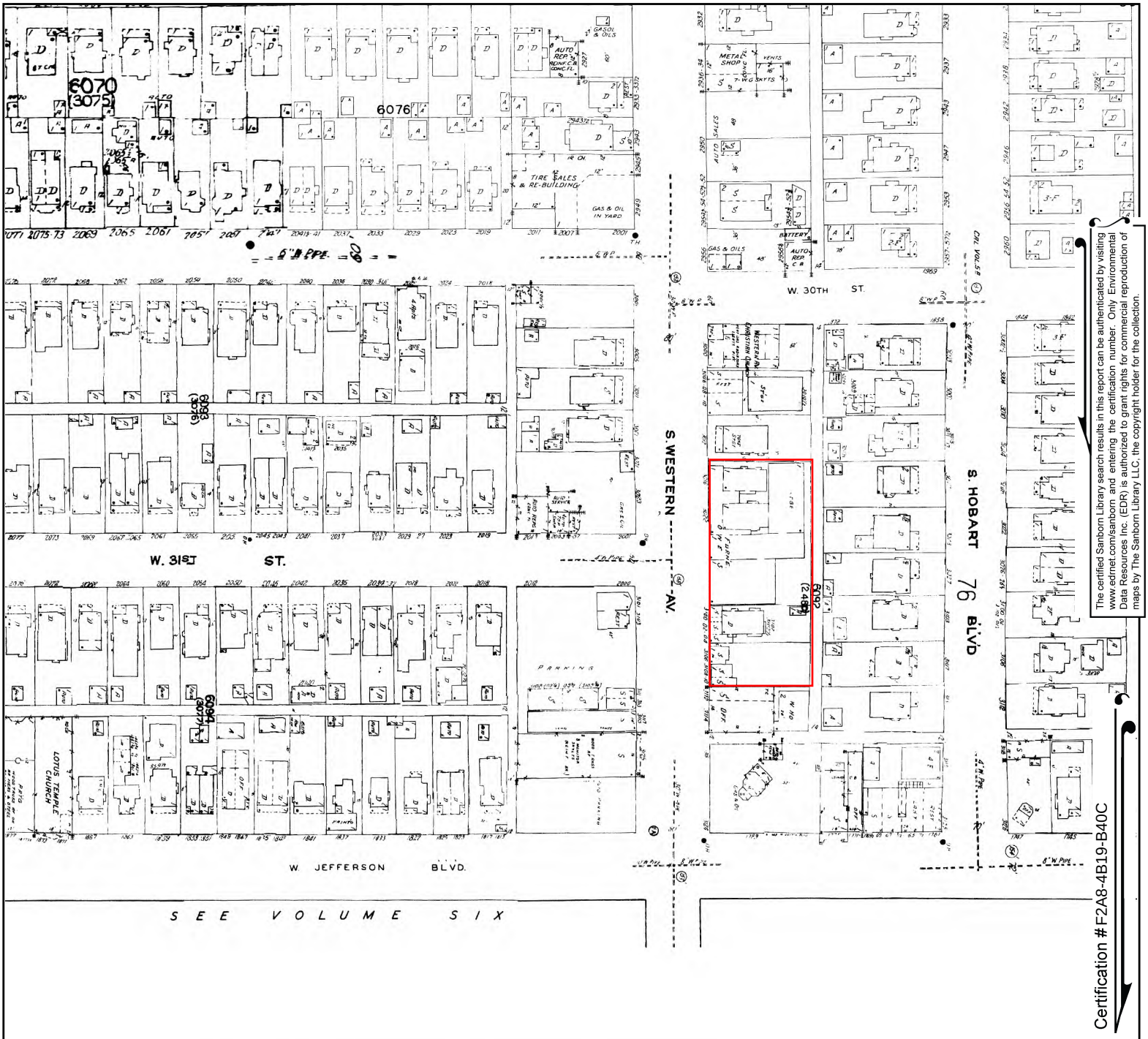




Volume 5A, Sheet 77a
Volume 5A, Sheet 58a

0 Feet 150 300 600

N



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Site Name: 3101 S. Western Ave., Los Angeles, California 900
Address: 3101 S. Western Ave
City, ST, ZIP: Los Angeles, CA 90018
Client: EFI Global Inc.
EDR Inquiry: 6937848.3
Order Date: 04/14/2022
Certification #: F2A8-4B19-B40C
Copyright: 1955

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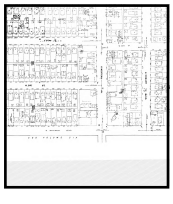
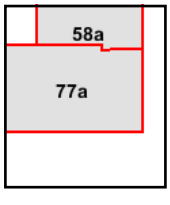
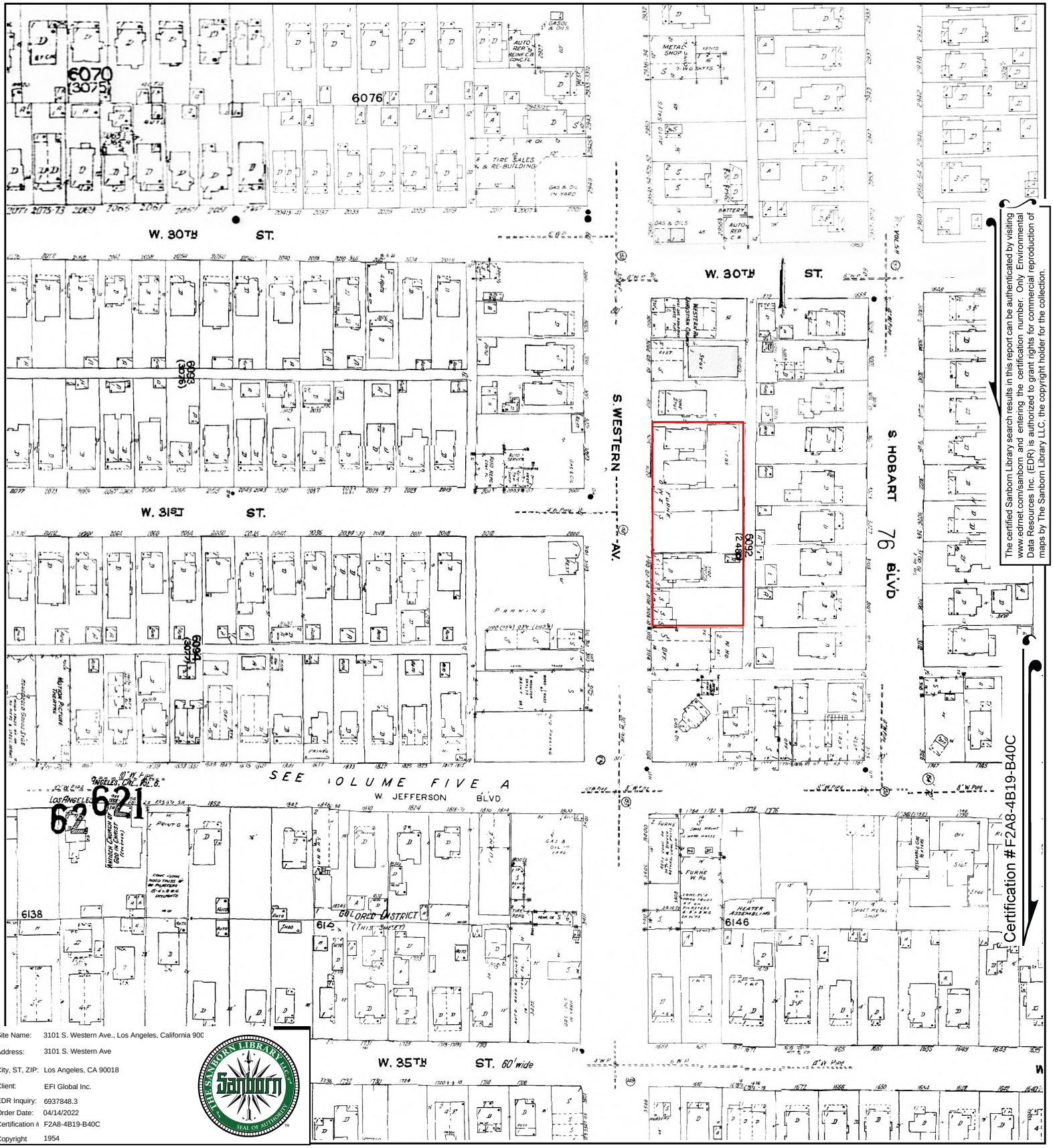




Volume 5A, Sheet 77a
Volume 5A, Sheet 58a

0 Feet 150 300 600

N



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Site Name:	3101 S. Western Ave., Los Angeles, California 900
Address:	3101 S. Western Ave
City, ST, ZIP:	Los Angeles, CA 90018
Client:	EFI Global Inc.
EDR Inquiry:	6937848.3
Order Date:	04/14/2022
Certification #:	F2A8-4B19-B40C
Copyright	1954

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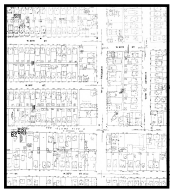
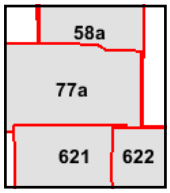
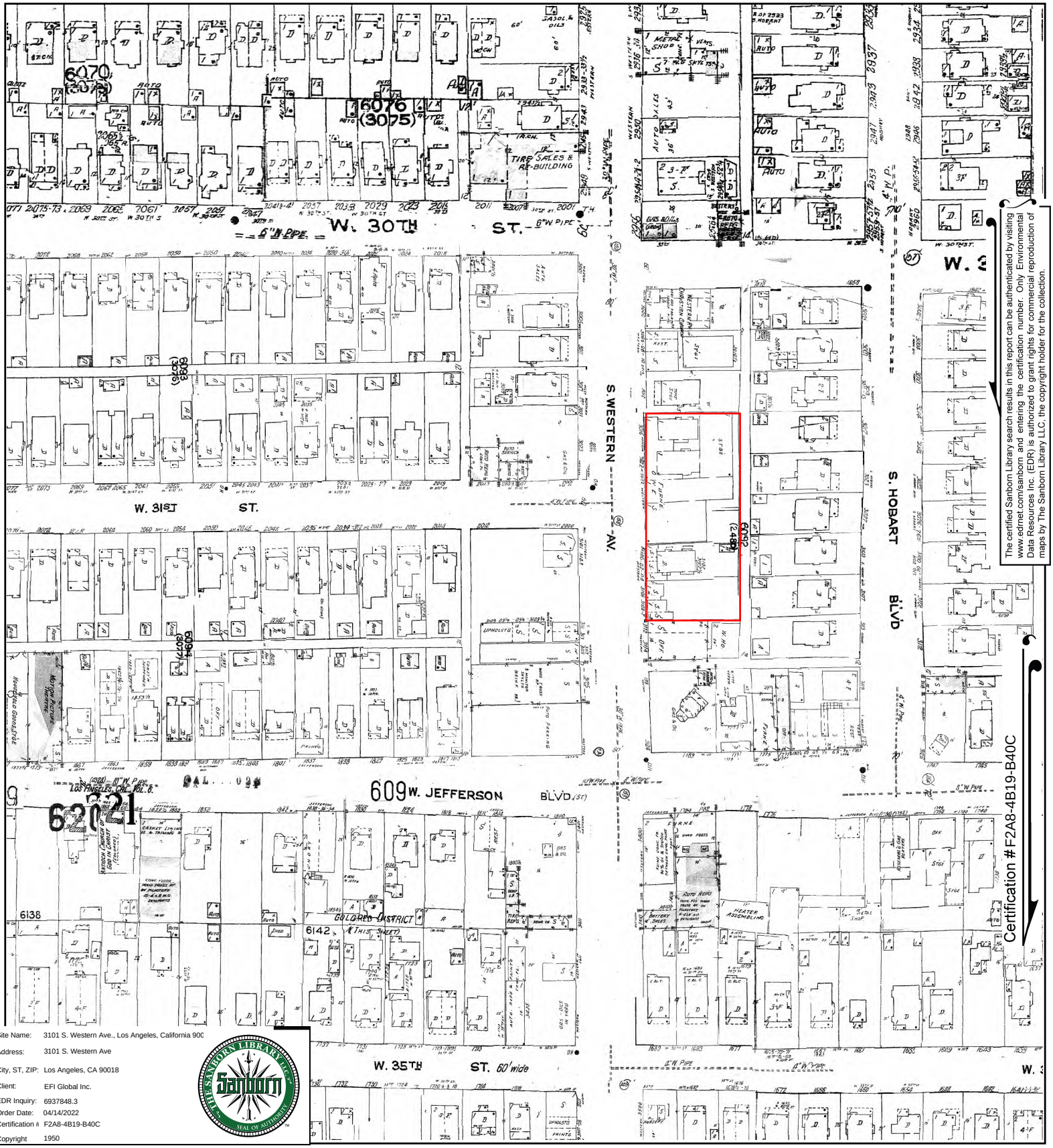




Volume 6, Sheet 622
Volume 6, Sheet 621
Volume 5A, Sheet 77a
Volume 5A, Sheet 58a
Volume 6, Sheet 622
Volume 6, Sheet 621
Volume 5A, Sheet 77a
Volume 5A, Sheet 58a

N



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Site Name:	3101 S. Western Ave., Los Angeles, California 900
Address:	3101 S. Western Ave
City, ST, ZIP:	Los Angeles, CA 90018
Client:	EFI Global Inc.
EDR Inquiry:	6937848.3
Order Date:	04/14/2022
Certification #:	F2A8-4B19-B40C
Copyright	1950

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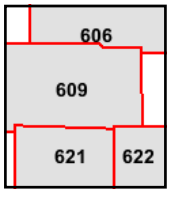
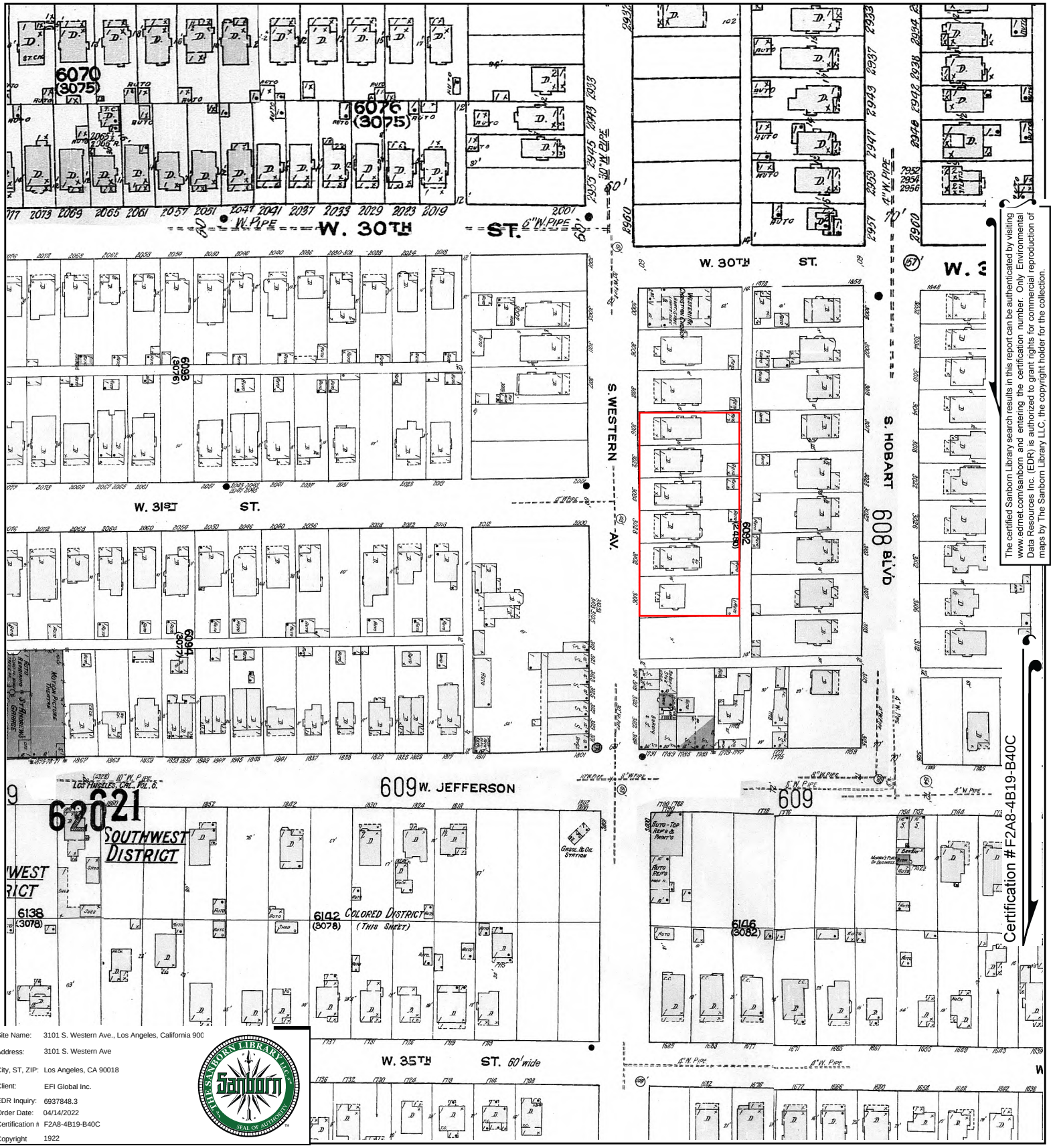


Volume 6, Sheet 622
Volume 6, Sheet 621
Volume 6, Sheet 609
Volume 6, Sheet 606

0 Feet 150 300 600

N



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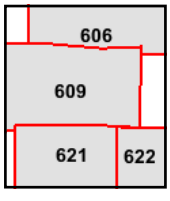
Certification #F2A8-4B19-B40C

Site Name: 3101 S. Western Ave., Los Angeles, California 900
Address: 3101 S. Western Ave
City, ST, ZIP: Los Angeles, CA 90018
Client: EFI Global Inc.
EDR Inquiry: 6937848.3
Order Date: 04/14/2022
Certification #: F2A8-4B19-B40C
Copyright 1922

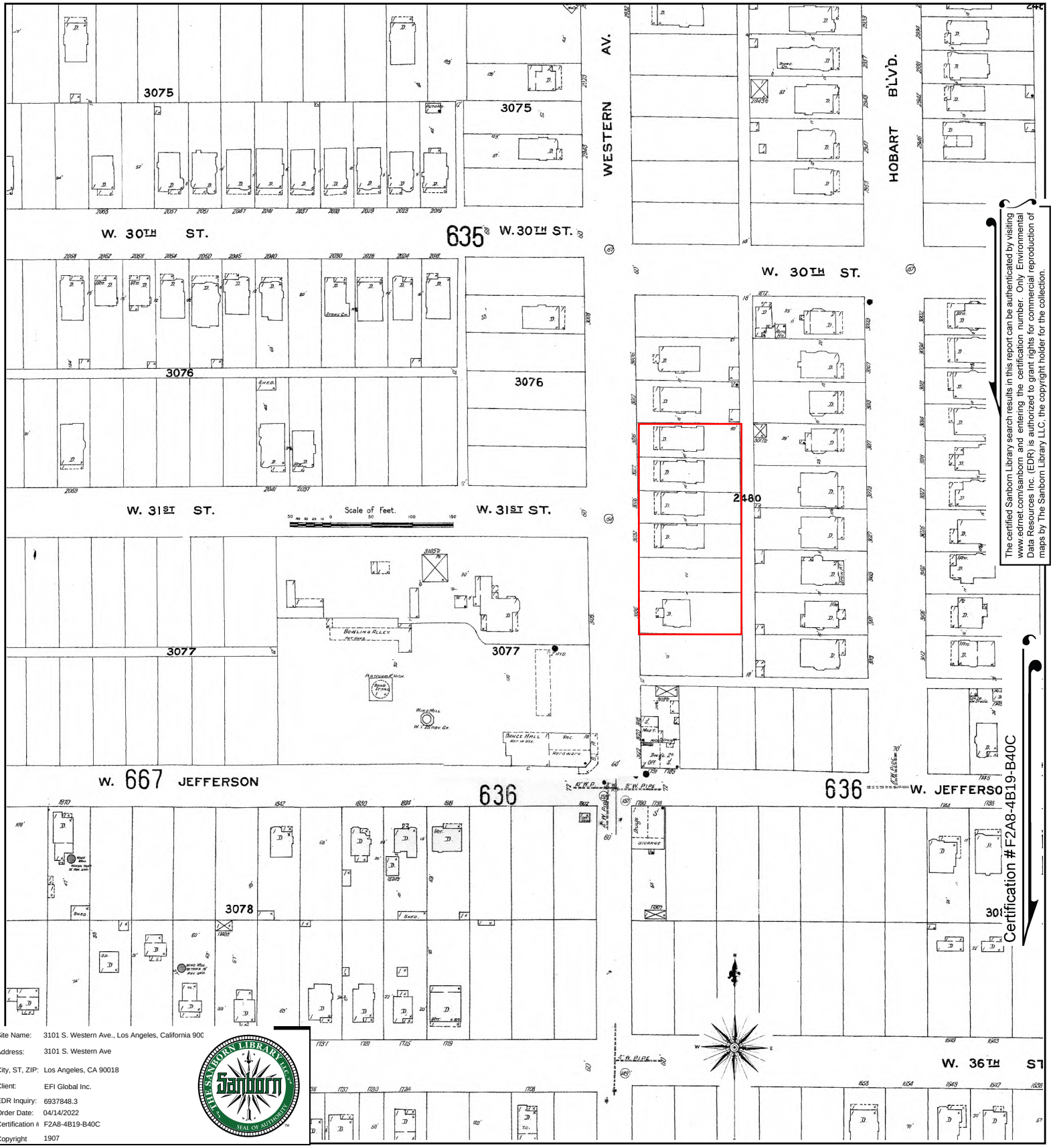
This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.

0 Feet 150 300 600



Volume 6, Sheet 622
Volume 6, Sheet 621
Volume 6, Sheet 609
Volume 6, Sheet 606

N



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Site Name:	3101 S. Western Ave., Los Angeles, California 900
Address:	3101 S. Western Ave
City, ST, ZIP:	Los Angeles, CA 90018
Client:	EFI Global Inc.
EDR Inquiry:	6937848.3
Order Date:	04/14/2022
Certification #:	F2A8-4B19-B40C
Copyright	1907

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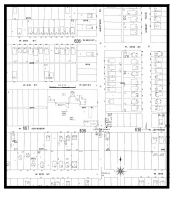

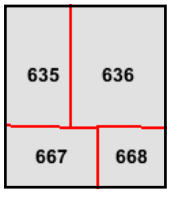

Volume 6, Sheet 668
Volume 6, Sheet 667
Volume 6, Sheet 636
Volume 6, Sheet 635

N

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1938LA12863

Record Description
Record ID: 8686801
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 05/04/1938
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = D; Stories = 1; Units Total = 1.

Property Address(es)
3018 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 517

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1287; 002; 0125

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1940LA01439

Record Description
Record ID: 8686807
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 01/12/1940
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Stories = 1.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1317; 001; 2878

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1942 01891

Record Description
Record ID: 8686812
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 02/09/1942
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = D; Stories = 1; Units Total = 1.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

Film RBF
Type: HIST P1352; 002; 0639

DEPARTMENT OF BUILDING AND SAFETY

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September 16, 2022

Document Report

Documents

Document Number(s)
1946LA27307

Record Description
Record ID: 8686818
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 10/10/1946
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Stories = 1.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

Film RBF
Type: HIST P1385; 002; 0121

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September 16, 2022

Document Report

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September 16, 2022

Document Report

Documents

Document Number(s)
1948 21265

Record Description
Record ID: 8686816
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 07/07/1948
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Stories = 1.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

Film RBF
Type: HIST P1413; 001; 0729

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Document Report

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September 16, 2022

Document Report

Documents

Document Number(s)

1950 24484

Record Description

Record ID: 8686817
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 09/28/1950
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None

Property Address(es)

3022 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 538

Assessor Number(s)

5053-008-004

Film RBF

Type: HIST P1442; 001; 2089

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1954LA81001

Record Description
Record ID: 8686813
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 02/15/1954
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Stories = 1.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

Film RBF
Type: HIST P1504; 001; 1661

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1954LA80026

Record Description
Record ID: 8686814
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 02/17/1954
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Stories = 1.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

Film RBF
Type: HIST P1503; 002; 2894

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September 16, 2022

Document Report

Documents

Document Number(s)
1956LA35505

Record Description
Record ID: 8686827
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 02/14/1956
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Stories = 1.

Property Address(es)
3026 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 558

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1652; 002; 1327

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Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1960LA71142

Record Description
Record ID: 8686830
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 09/27/1960
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Stories = 1.

Property Address(es)
3026 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 558

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1690; 001; 1096

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Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1964LA84792

Record Description
Record ID: 8686829
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 12/10/1964
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Occpncy 1 = G1; Stories = 1; Value or Grading CuYds = 2000.

Property Address(es)
3026 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 558

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1733; 001; 2255

Primary Use

33

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1988LA13185

Record Description
Record ID: 21509279
Doc Type: BUILDING PERMIT
Sub Type: BLDG-DEMOLITION
Doc Date: 10/12/1988
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Insp Group = I; Stories = 1; Value or Grading CuYds = 14000. *LOTS 4-7 INCLUSIVE. DEMO SC# J4305.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Council District(s)
8

Census Tracts(s)
222100

District Offices(s)
LA

Film RBF
Type: HIST P0210; 004; 0468

Primary Use
RETAIL

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1913LA15483

Record Description
Record ID: 8686825
Doc Type: BUILDING PERMIT
Sub Type: BLDG-NEW
Doc Date: 12/01/1913
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = D; Stories = 1.

Property Address(es)
3024 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 542

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1035; 001; 2953

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1983LA64133

Record Description
Record ID: 21281035
Doc Type: BUILDING PERMIT
Sub Type: SIGN
Doc Date: 05/18/1983
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Insp Group = E; Value or Grading CuYds = 1800.

Property Address(es)
3026 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 558

Assessor Number(s)
5053-008-004

Council District(s)
8

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Census Tracts(s)

222100

District Offices(s)

LA

Film RBF

Type: HIST P0024; 005; 0170

Primary Use

SIGN

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1960LA71142

Record Description
Record ID: 347219
Doc Type: CERTIFICATE OF OCCUPANCY
Sub Type: None
Doc Date: 11/10/1960
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: AN IRREGULAR-SHAPED 50' X 74' POOL HALL CONVERTED FROM AN EXISTING PORTION OF A ONE-STORY, TYPE V, 50' X 74' WOOD-FRAME AND STUCCO COMMERCIAL BUILDING, B-2 OCCUPANCY, (MAXIMUM OCCUPANTS LOAD -177).

Property Address(es)
3026 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 558

Assessor Number(s)
5053-008-004

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST O262; 2; 2351

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)

1962LA15180

Record Description

Record ID: 224110
Doc Type: CERTIFICATE OF OCCUPANCY
Sub Type: None
Doc Date: 09/28/1962
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: LUNCH COUNTER AND STORAGE INTERIOR ADDITION TO AN EXISTING 1 STORY, TYPE V,50' X 100' POOL HALL, G-1, G-2 OCCUPANCY.

Property Address(es)

3026 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 558

Assessor Number(s)

5053-008-004

Film RBF

Type: HIST O262; 2; 2350

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1948LA21265

Record Description
Record ID: 242741
Doc Type: CERTIFICATE OF OCCUPANCY
Sub Type: None
Doc Date: 05/23/1949
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: 1 STORY, TYPE V, 50' X 77' ADDITION TO STORE, G OCCUPANCY.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

Film RBF
Type: HIST O262; 2; 2345

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
BF 826168

Record Description
Record ID: 1604171
Doc Type: COMMISSION
Sub Type: BAAB BOARD FILE
Doc Date: 12/31/1982
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None

Property Address(es)
3024 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 542

Assessor Number(s)
5053-008-004

Film RBF
Type: HIST B0077; 009; 0226

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)

1088J4305

Record Description

Record ID: 3389575
Doc Type: MECHANICAL PERMIT
Sub Type: PLUMBING
Doc Date: 10/12/1988
Status: ISSUED
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None

Property Address(es)

3022 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 538

Assessor Number(s)

5053-008-004

Film RBF

Type: HIST T0153; 001; 0012

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1988LA13185

Record Description
Record ID: 3420037
Doc Type: PLAN MAINTENANCE
Sub Type: None
Doc Date: 10/12/1988
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: DEMO.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

Film RBF
Type: HIST H1723; 001; 0391

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 3203758
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 04/22/1988
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: OPEN

Property Address(es)

3022 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 538

Assessor Number(s)

5053-008-004

Film RBF

Type: HIST M0298; 001; 0448

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 3415633
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 09/23/1988
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: *ADDRESS INCLUDES 3018-3024 WESTERN AV S. OPEN.

Property Address(es)

3018 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 517

Assessor Number(s)

5053-008-004

Film RBF

Type: HIST M0336; 006; 0307

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 3610434
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 02/10/1989
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: *ADDRESS INCLUDES 3018-24 WESTERN AV S. CLOSED.

Property Address(es)

3018 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 517

Assessor Number(s)

5053-008-004

Film RBF

Type: HIST M0375; 003; 0412

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 4244196
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 01/16/1991
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CLOSED

Property Address(es)

3026 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 558

Assessor Number(s)

5053-008-004

Film RBF

Type: HIST M0561; 003; 0299

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 1685461
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 12/16/1983
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CLOSED

Property Address(es)

3022 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 538

Assessor Number(s)

5053-008-004

Film RBF

Type: HIST R0160; 003; 0067

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 1694264
Doc Type: ADMINISTRATIVE APPROVAL
Sub Type: MISCELLANEOUS
Doc Date: 11/09/1983
Status: GRANTED
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: *LOTS 4-6 INCLUSIVE.

Property Address(es)

3024 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 542

Assessor Number(s)

5053-008-004

Film RBF

Type: HIST M0034; 007; 0468

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 2122217
Doc Type: ADMINISTRATIVE APPROVAL
Sub Type: MISCELLANEOUS
Doc Date: 05/16/1983
Status: GRANTED
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: *LOTS 4-7 INCLUSIVE.

Property Address(es)

3024 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 542

Assessor Number(s)

5053-008-004

Film RBF

Type: HIST M0034; 010; 0134

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
AF 911578890

Record Description
Record ID: 4560050
Doc Type: AFFIDAVIT
Sub Type: LOT TIE
Doc Date: 11/07/1991
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: *LOTS 4-6 INCLUSIVE.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

Film RBF
Type: HIST M0764; 001; 0237

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1962LA01518

Record Description
Record ID: 20001640
Doc Type: BUILDING PERMIT
Sub Type: ALTERATION
Doc Date: 01/10/1962
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: THIS DOCUMENT SHOWS THE FOLLOWING INFORMATION: TYPE CONST 1 = 5; OCCUPNCY 1 = G1; OCCUPNCY 2 = G2; STORIES = 1.

Property Address(es)
3026 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 558

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1701; 002; 0738

Primary Use

AMUSEMENT

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1962LA08677

Record Description
Record ID: 20008764
Doc Type: BUILDING PERMIT
Sub Type: ALTERATION
Doc Date: 05/10/1962
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: THIS DOCUMENT SHOWS THE FOLLOWING INFORMATION: STORIES = 1.

Property Address(es)
3026 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 558

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1704; 001; 1894

Primary Use

AMUSEMENT

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1968LA75741

Record Description
Record ID: 20278831
Doc Type: BUILDING PERMIT
Sub Type: ALTERATION
Doc Date: 10/10/1968
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: THIS DOCUMENT SHOWS THE FOLLOWING INFORMATION: STORIES = 1; VALUE OR GRADING CUYDS = 101.

Property Address(es)
3026 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 558

Assessor Number(s)
5053-008-004

Census Tracts(s)
222100

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

District Offices(s)

LA

Film RBF

Type: HIST P1769; 001; 0013

Primary Use

RETAIL

****

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Locations: Metro - 201 N. Figueroa St., 1st Floor Rm. 110, Los Angeles CA 90012

Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1991LA77412

Record Description
Record ID: 21688375
Doc Type: BUILDING PERMIT
Sub Type: ALTERATION
Doc Date: 07/03/1991
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5N; Occpncy 1 = B2; Insp Group = I; Stories = 1; Value or Grading CuYds = 5000. REMOVED NON-BEARING CEILING JOIST & FIRE DAMAGE REPAIR.

Property Address(es)
3026 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 558

Assessor Number(s)
5053-008-004

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Council District(s)
8

Census Tracts(s)
222100

District Offices(s)
LA

Film RBF
Type: HIST P0332; 002; 0047

Primary Use
OFFICE

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1991VN01601

Record Description
Record ID: 21701135
Doc Type: BUILDING PERMIT
Sub Type: ALTERATION
Doc Date: 10/07/1991
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: REPLACED EXIST'G TENANT IMPROVEMENT NON-BEARING INT PARTITION WALL/ADD 2 NEW EXTERIOR DOORS. This document shows the following information: Type Const 1 = 5N; Occpncy 1 = B2; Insp Group = I; Stories = 1; Value or Grading CuYds = 1000.

Property Address(es)
3026 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 558

Assessor Number(s)
5053-008-004

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Council District(s)
8

Census Tracts(s)
222100

District Offices(s)
LA

Film RBF
Type: HIST P0343; 002; 0079

Primary Use
OFFICE

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1991VN03594

Record Description
Record ID: 21703026
Doc Type: BUILDING PERMIT
Sub Type: ALTERATION
Doc Date: 11/27/1991
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5N; Occpncy 1 = B2; Insp Group = I; Stories = 1; Value or Grading CuYds = 1000. REVISE & F/W 91VN01601

Property Address(es)
3026 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 558

Assessor Number(s)
5053-008-004

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Council District(s)
8

Census Tracts(s)
222100

District Offices(s)
LA

Film RBF
Type: HIST P0348; 006; 0349

Primary Use
OFFICE

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1935LA17626

Record Description
Record ID: 8686809
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 10/01/1935
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = D; Stories = 1.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1252; 001; 1029

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1936LA01491

Record Description
Record ID: 8686811
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 01/20/1936
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = C; Stories = 1.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1255; 001; 2983

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1936LA21039

Record Description
Record ID: 8686808
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 08/13/1936
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = D; Stories = 1; Units Total = 1.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1262; 002; 0041

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1938LA05796

Record Description
Record ID: 8686815
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 03/02/1938
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = D; Stories = 1; Units Total = 1.

Property Address(es)
3022 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 538

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1285; 001; 0239

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1938LA12862

Record Description
Record ID: 8686800
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 05/04/1938
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = D; Stories = 1; Units Total = 1.

Property Address(es)
3018 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 517

Assessor Number(s)
5053-008-004

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1287; 002; 0123

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)

BF 803401

Record Description

Record ID: 2752632
Doc Type: COMMISSION
Sub Type: BAAB BOARD FILE
Doc Date: 12/31/1980
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None

Property Address(es)

3100 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 605

Assessor Number(s)

5053-008-005

Film RBF

Type: HIST B0022; 006; 0368

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
BF 801133

Record Description
Record ID: 2752631
Doc Type: COMMISSION
Sub Type: BAAB BOARD FILE
Doc Date: 12/31/1980
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None

Property Address(es)
3100 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 605

Assessor Number(s)
5053-008-005

Film RBF
Type: HIST B0022; 006; 0368

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 1628304
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 03/24/1982
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CLOSED. ADDRESS ALSO INCLUDES 3100-02 WESTERN AV S.

Property Address(es)

3100 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 605

Assessor Number(s)

5053-008-005

Film RBF

Type: HIST R0152; 007; 0105

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 6089403
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 09/14/2000
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY CODE ENFORCEMENT BUREAU. FILE IS OPEN.

Property Address(es)

3100 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 605

Assessor Number(s)

5053-008-005

Film RBF

Type: HIST M1266; 003; 0064

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 12001739
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 09/29/2000
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY CODE ENFORCEMENT BUREAU. FILE IS OPEN.

Property Address(es)

3100 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 605

Assessor Number(s)

5053-008-005

Film RBF

Type: HIST M1282; 002; 0413

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 12062422
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 04/26/2001
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY CODE ENFORCEMENT BUREAU. FILE IS CLOSED.

Property Address(es)

3100 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 605

Assessor Number(s)

5053-008-005

Film RBF

Type: HIST M1338; 007; 0129

****

Note: If you have any questions, please visit one of our Records Counter Section open Monday thru Fridays from 7:30 AM to 4:30 PM, EXCEPT on Wednesdays which opens from 9:00 AM to 4:30 PM.

.

Locations: Metro - 201 N. Figueroa St., 1st Floor Rm. 110, Los Angeles CA 90012
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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 12098337
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 07/24/2001
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY CODE ENFORCEMENT BUREAU. FILE IS OPEN.

Property Address(es)

3100 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 605

Assessor Number(s)

5053-008-005

Film RBF

Type: HIST M1372; 001; 0076

****

Note: If you have any questions, please visit one of our Records Counter Section open Monday thru Fridays from 7:30 AM to 4:30 PM, EXCEPT on Wednesdays which opens from 9:00 AM to 4:30 PM.

.

Locations: Metro - 201 N. Figueroa St., 1st Floor Rm. 110, Los Angeles CA 90012
Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 12104536
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 09/24/2001
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY CODE ENFORCEMENT BUREAU. FILE IS CLOSED.

Property Address(es)

3100 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 605

Assessor Number(s)

5053-008-005

Film RBF

Type: HIST M1375; 008; 0335

****

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.

Locations: Metro - 201 N. Figueroa St., 1st Floor Rm. 110, Los Angeles CA 90012
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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 1686042
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 02/16/1982
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: OPEN. ADDRESS INCLUDES 3100-02 WESTERN AV S.

Property Address(es)

3100 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 605

Assessor Number(s)

5053-008-005

Film RBF

Type: HIST R0166; 002; 0091

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1962LA14770

Record Description
Record ID: 20014097
Doc Type: BUILDING PERMIT
Sub Type: ALTERATION
Doc Date: 07/10/1962
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: THIS DOCUMENT SHOWS THE FOLLOWING INFORMATION: TYPE CONST 1 = 5; OCCUPNCY 1 = G1.

Property Address(es)
3100 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 605

Assessor Number(s)
5053-008-005

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1706; 001; 0777

Primary Use

RETAIL

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Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1963LA40601

Record Description
Record ID: 20069266
Doc Type: BUILDING PERMIT
Sub Type: ALTERATION
Doc Date: 06/10/1963
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: THIS DOCUMENT SHOWS THE FOLLOWING INFORMATION: TYPE CONST 1 = 5; OCCUPNCY 1 = G1; STORIES = 1.

Property Address(es)
3100 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 605

Assessor Number(s)
5053-008-005

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1715; 002; 0535

Primary Use

RETAIL

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1962LA03471

Record Description
Record ID: 20003593
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ADDITION
Doc Date: 03/10/1962
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: THIS DOCUMENT SHOWS THE FOLLOWING INFORMATION: STORIES = 1.

Property Address(es)
3100 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 605

Assessor Number(s)
5053-008-005

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1702; 001; 2318

Primary Use

RETAIL

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)

1981LA18123

Record Description

Record ID: 21198718
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ADDITION
Doc Date: 02/05/1981
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Occpncy 1 = G1; Insp Group = C; Stories = 1; Value or Grading CuYds = 35000. ADDITION.

Property Address(es)

3100 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

Contact

Company: LA161 35000 0

PIN(s)

120B193 605

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Assessor Number(s)
5053-008-005

Council District(s)
A

Census Tracts(s)
222100

District Offices(s)
LA

Film RBF
Type: HIST P1870; 002; 1336

Primary Use
RETAIL

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1932LA08392

Record Description
Record ID: 8686857
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 05/13/1932
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = D; Stories = 1; Units Total = 1.

Property Address(es)
3102 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 605

Assessor Number(s)
5053-008-005

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1228; 002; 3167

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1932LA08885

Record Description
Record ID: 8686858
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 05/23/1932
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None

Property Address(es)
3102 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 605

Assessor Number(s)
5053-008-005

District Offices(s)
LA

Film RBF
Type: HIST P1229; 001; 0861

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1943 11960

Record Description
Record ID: 8686859
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 11/23/1943
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = D; Stories = 1; Units Total = 1.

Property Address(es)
3102 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 605

Assessor Number(s)
5053-008-005

Film RBF
Type: HIST P1362; 001; 0709

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1982LA36803

Record Description
Record ID: 21236827
Doc Type: BUILDING PERMIT
Sub Type: BLDG-DEMOLITION
Doc Date: 01/06/1982
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Insp Group = C; Stories = 1; Value or Grading CuYds = 6600.

Property Address(es)
3100 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

Contact
Company: LA161 6600 0

PIN(s)
120B193 605

Assessor Number(s)
5053-008-005

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Census Tracts(s)

222100

District Offices(s)

LA

Film RBF

Type: HIST 00000; 000; 0000

Primary Use

RETAIL

****

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Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1908LA03408

Record Description
Record ID: 8686856
Doc Type: BUILDING PERMIT
Sub Type: BLDG-NEW
Doc Date: 06/23/1908
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = D; Stories = 1.

Property Address(es)
3102 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 605

Assessor Number(s)
5053-008-005

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1010; 001; 2021

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1948LA07816

Record Description
Record ID: 203679
Doc Type: CERTIFICATE OF OCCUPANCY
Sub Type: None
Doc Date: 08/27/1948
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: 1 STORY, TYPE V, 17' X 40' ADDITION TO RESIDENCE AND CHANGE OF OCCUPANCY FROM R OCCUPANCY TO STORES, G OCCUPANCY.

Property Address(es)
3102 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 605

Assessor Number(s)
5053-008-005

Film RBF
Type: HIST O262; 2; 2357

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 6026068
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 01/20/1998
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY INSPECTION BUREAU. FILE IS CLOSED.

Property Address(es)

3104 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 623

Assessor Number(s)

5053-008-006

Film RBF

Type: HIST M1201; 006; 0279

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 5835337
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 04/08/1998
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY INSPECTION BUREAU. FILE IS OPEN.

Property Address(es)

3104 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 623

Assessor Number(s)

5053-008-006

Film RBF

Type: HIST M1035; 006; 0008

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 5864355
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 04/08/1998
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY INSPECTION BUREAU. FILE IS OPEN.

Property Address(es)

3104 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 623

Assessor Number(s)

5053-008-006

Film RBF

Type: HIST M1052; 004; 0130

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 6023115
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 04/20/1998
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY INSPECTION BUREAU. FILE IS CLOSED.

Property Address(es)

3104 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 623

Assessor Number(s)

5053-008-006

Film RBF

Type: HIST M1198; 007; 0190

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 6043397
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 03/03/2000
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY CODE ENFORCEMENT. FILE IS CLOSED.

Property Address(es)

3104 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 623

Assessor Number(s)

5053-008-006

Film RBF

Type: HIST M1227; 003; 0136

****

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Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 12102563
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 11/09/2001
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY CODE ENFORCEMENT BUREAU. FILE IS OPEN.

Property Address(es)

3104 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 623

Assessor Number(s)

5053-008-006

Film RBF

Type: HIST M1373; 008; 0013

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 12097617
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 12/27/2001
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY CODE ENFORCEMENT BUREAU. FILE IS CLOSED.

Property Address(es)

3104 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 623

Assessor Number(s)

5053-008-006

Film RBF

Type: HIST M1371; 006; 0060

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document

Record Description

Record ID: 5832785
Doc Type: RANGE FILE
Sub Type: MISCELLANEOUS
Doc Date: 12/17/1997
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: CREATED BY INSPECTION BUREAU. FILE IS OPEN.

Property Address(es)

3104 S WESTERN AVE

Legal Description(s)

Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)

120B193 623

Assessor Number(s)

5053-008-006

Film RBF

Type: HIST M1036; 003; 0472

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
96020-10000-00161

Record Description
Record ID: 21989506
Doc Type: BUILDING PERMIT
Sub Type: ALTERATION
Doc Date: 10/18/1996
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: NEW RECYCLING DEPOSIT CENTER. This document shows the following information: Insp Group = I; Value or Grading CuYds = 301.

Property Address(es)
3104 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 623

Assessor Number(s)
5053-008-006

Council District(s)
8

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Census Tracts(s)
222100

District Offices(s)
LA

Permit Reference(s)
1996LA57167

Film RBF
Type: HIST P0649; 001; 0408

Primary Use
RETAIL

****

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1962LA12875

Record Description
Record ID: 20012222
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ADDITION
Doc Date: 06/10/1962
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: THIS DOCUMENT SHOWS THE FOLLOWING INFORMATION: STORIES = 1.

Property Address(es)
3106 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 623

Assessor Number(s)
5053-008-006

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1705; 001; 2618

Primary Use

RESTAURANT

****

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.

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Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1947 23389

Record Description
Record ID: 8686872
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 08/13/1947
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Stories = 1.

Property Address(es)
3108 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 623

Assessor Number(s)
5053-008-006

Film RBF
Type: HIST P1399; 001; 1461

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

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Locations: Metro - 201 N. Figueroa St., 1st Floor Rm. 110, Los Angeles CA 90012
Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1947LA29405

Record Description
Record ID: 8686878
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 12/23/1947
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Stories = 1.

Property Address(es)
3110 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 623

Assessor Number(s)
5053-008-006

Film RBF
Type: HIST P1400; 001; 2151

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1959LA25272

Record Description
Record ID: 8686869
Doc Type: BUILDING PERMIT
Sub Type: BLDG-ALTER/REPAIR
Doc Date: 02/26/1959
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Stories = 1.

Property Address(es)
3106 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 623

Assessor Number(s)
5053-008-006

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1681; 001; 2945

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Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1946 25617

Record Description
Record ID: 8686871
Doc Type: BUILDING PERMIT
Sub Type: BLDG-NEW
Doc Date: 09/06/1946
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Stories = 1.

Property Address(es)
3106 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 623

Assessor Number(s)
5053-008-006

Film RBF
Type: HIST P1384; 002; 1939

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

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Document Report

Documents

Document Number(s)
1970LA10555

Record Description
Record ID: 8686870
Doc Type: BUILDING PERMIT
Sub Type: BLDG-NEW
Doc Date: 06/10/1970
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Value or Grading CuYds = 700.

Property Address(es)
3106 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 623

Assessor Number(s)
5053-008-006

Census Tracts(s)
222100

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

District Offices(s)

LA

Film RBF

Type: HIST P1784; 002; 1217

Primary Use

SIGN

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
00026-70000-00014

Record Description
Record ID: 11304719
Doc Type: BUILDING PERMIT
Sub Type: NONBLDG-ALTER/REPAIR
Doc Date: 01/19/2000
Status: ISSUED
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: 75 lineal feet concrete block wall, six-feet high added to an existin g concrete block wall (south P/L) per LA City Standard plan

Property Address(es)
3104 3104 S WESTERN AVE 90018-0000

Legal Description(s)
Tract: CHA'S VICTOR HALL TRACT
Block: 22 Lot: 8 Arb:
Map Reference:M R 26-65 Modifier :FR

Contact
Name: JON MURPHY

PIN(s)
120B193 623

Assessor Number(s)
5053-008-006

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Council District(s)
8

Census Tracts(s)
2221.000

District Offices(s)
LA

Permit Reference(s)
2000SL12212

Film RBF
Type: HIST P706; 1; 209

Primary Use
MISCELLANEOUS BUILDING/STRUCTURE

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DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1963LA52700

Record Description
Record ID: 20081262
Doc Type: BUILDING PERMIT
Sub Type: ALTERATION
Doc Date: 11/10/1963
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: THIS DOCUMENT SHOWS THE FOLLOWING INFORMATION: TYPE CONST 1 = 5; OCCUPNCY 1 = G1; OCCUPNCY 2 = G2; STORIES = 1.

Property Address(es)
3104 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 623

Assessor Number(s)
5053-008-006

District Offices(s)
LA

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Film RBF

Type: HIST P1719; 002; 1059

Primary Use

RETAIL

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Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

Documents

Document Number(s)
1959LA25272

Record Description
Record ID: 255234
Doc Type: CERTIFICATE OF OCCUPANCY
Sub Type: None
Doc Date: 02/23/1960
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: 18' X 20' CAFE CONVERTED FROM AN EXISTING PORTION OF A ONE-STORY, TYPE V, COMMERCIAL BUILDING, G-2 OCCUPANCY.

Property Address(es)
3106 S WESTERN AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
120B193 623

Assessor Number(s)
5053-008-006

Film RBF
Type: HIST O262; 2; 2359

DEPARTMENT OF BUILDING AND SAFETY

September 16, 2022

Document Report

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Van Nuys - 6262 Van Nuys Blvd, 2nd Floor Van Nuys CA 91401

APPENDIX V

INTERVIEW AND USER PROVIDED DOCUMENTATION

Preliminary Subsurface Methane Gas Investigation at 3022 S. Western Avenue

Los Angeles, California

GeoKinetics
Geotechnical & Environmental Engineers

Prepared by

GeoKinetics

77 Bunsen
Irvine, CA 92618
Tel 949.502.5353, Fax 949.502.5354

Prepared for

CIM Group

Mr. Andrew Bartine
4700 Wilshire Boulevard
Los Angeles, California 90010

August 18, 2022

1.0 Introduction: GeoKinetics has completed a subsurface methane gas investigation at the property located at 3022 South Western, in the City of Los Angeles. The location of the subject property is shown in Figure 1 while a recent aerial photograph of the site is provided as Figure 2. We understand that a multi-story, mixed-use building with two subterranean levels is planned at the proposed project. The subject property is located in the Las Cienegas Oil Field as it has been mapped by the California Geologic Energy Management Division (CalGEM). No oil wells are shown to exist at the property based upon our review of the DOGGR oil field map. The closest mapped oil well (Union-Signal Las Cienega E.H. #27A) is located approximately 2,150 feet east of the subject property. As a result, it is within a Methane Zone designated by LADBS. It will therefore be necessary to incorporate methane gas mitigation measures into the design of the proposed structure in accordance with LADBS requirements

Under the current building code, the nature and extent of the required mitigation measures are partially dependent upon the concentration and pressure of any methane gas that may be present at the site. The current investigation has been performed for the purpose of documenting the concentration and pressure of methane gas in the subsurface of the subject property such that appropriate mitigative improvements can be specified. This report presents the results of the subsurface gas investigation as well as associated methane mitigation recommendations in accordance with typical LADBS requirements.

2.0 Background: The presence of methane gas in the subsurface is common within former oil production areas and other locations where organic material - such as grass, leaves, wood, manure, etc. - are present in the soil. Biogenic methane is generated by the bacteriological digestion, or biodegradation, of organic matter in the absence of oxygen. Methane of thermogenic or petrogenic origin may also be present in surficial soils as a result of its upward migration from deeper oil and gas bearing zones. Our experience indicates methane gas is common and can be found in the soil at a relatively high percentage of building sites in southern California. Methane is not toxic, however it is combustible and potentially explosive at concentrations above 55,000 ppm in the presence of oxygen. This concentration is referred to as its Lower Explosive Level or LEL. Methane is lighter than air and therefore has a natural tendency to rise to the ground surface where it typically dissipates into the atmosphere. The presence of non-pressurized methane at shallow depths beneath the ground surface is normally not problematic. The rates at which the methane is generated and/or migrates towards the ground surface are slow enough such that the gas dissipates naturally under normal circumstances. However, as methane migrates to the ground surface, the potential exists for its accumulation beneath slab-on-grade foundation systems or other relatively

impermeable ground coverings. If the gas accumulates to high concentrations, and becomes pressurized, and a crack or other penetration is present in the floor slab of the structure, detectable levels of methane may enter the interior of the building. Improvements - such as sub-slab vent lines or gas membranes - are generally required by LADBS as a precautionary measure for new structures at Methane Zone sites.

3.0 Field Investigation: The field work associated with the methane gas investigation at the subject property included the installation and monitoring of two (2) multi-stage subsurface gas probes. The locations of these gas probes are shown in Figure 2. The subsurface gas probes were installed on July 22nd, 2022 and they were subsequently monitored on July 25th and 26th, 2022. The two probes were installed in conjunction with an on-site geotechnical investigation using 8" hollow stem auger drilling equipment. The LADBS guidelines require that individual sampling tips be installed at depths of 5, 10, and 20 feet below the lowest floor level of the proposed building. Based on the two-level proposed basement, sampling tips were proposed to be installed at depths of 10, 20, 30 and 40 feet below the ground surface. A schematic illustrating the general configuration of the gas probes is provided as Figure 3. Each sampling tip was embedded within a 12-inch interval of washed Monterey #3 sand. Bentonite clay seals were placed above and below each sand interval in order to isolate the gas sampling tips. Gas tight quick connect fittings were installed on the ends of the polyethylene tubing at the ground surface in order to seal the probes between monitoring events. Flush-mounted vaults were installed at the ground surface to protect the installations.

As discussed previously, the installations were monitored on July 25th and 26th, 2022. All monitoring was performed during periods of falling barometric pressure. The subsurface gas pressure relative to atmospheric, and the concentrations of methane, oxygen, and carbon dioxide, were measured in the subsurface probes during each monitoring event. The monitoring equipment that was utilized and the associated detection limits, or resolutions, are summarized in Table 1. As indicated, subsurface gas pressures were measured to the nearest 0.05 inches of water prior to each sampling event using a Magnahelic gauge while the barometric pressure was measured and recorded to the nearest 0.1 inches of mercury using a digital barometer. The gas probe methane, oxygen, and carbon dioxide concentrations were measured in the field using a portable, methane specific, LANDTEC GEM2000-PLUS infra-red gas analyzer. A volume of gas equivalent to approximately ten times that of the ¼-inch diameter polyethylene gas probe tube was extracted through the LANDTEC GEM2000-PLUS during the monitoring process. Steady state readings were generally obtained after approximately two tubing volumes of gas had been extracted. The highest methane reading displayed in each instance was recorded. The LANDTEC GEM2000-PLUS was calibrated at the

beginning and the end of each day of monitoring using a certified mixture of 15% methane, 15% carbon dioxide, and 70% nitrogen calibration gas (Note: all gas concentrations referred to in this report are on a volumetric basis). A Photovac Flame Ionization Detector (FID) was used to confirm combustible gas levels at selected probes where sufficient oxygen was present in the probe to operate the FID. The gas levels measured with both detectors were found to be consistent. Combustible gas concentrations in excess of 100 ppm were not detected with the FID.

Ambient gas levels in the air four feet above the ground surface were recorded at the site periodically during the monitoring. In each instance, the measured gas level fell within the following range:

Gas	Measured Range
Methane	<0.1%
Carbon Dioxide	<0.1%
Oxygen	20.8% – 20.9%

4.0 Results: The pressures and concentrations measured in each of the subsurface gas probes during the monitoring events are summarized in Table 2. As indicated, a slightly elevated methane gas level, 1,000 ppm, was detected at P-1 at 30’ and 40’ bgs. Methane gas was not detected in any of the other gas probe installations.

The soil gas pressures measured in the gas probes range from -0.34 to 0.08 inches of water. This pressure range is normal and consistent with normal barometric variations. There was no indication of elevated soil gas pressures associated with methane generation or migration.

The concentration of oxygen in the atmosphere at sea level is approximately 21%. The subsurface oxygen levels were found to be slightly depressed below typical atmospheric levels at each of the gas probe installations. The lowest subsurface oxygen level recorded at the site was 15.1% while the average oxygen concentration measured in the gas probes was approximately 17.5%. The average concentration of carbon dioxide in the atmosphere at sea level is approximately 0.03%. Subsurface carbon dioxide levels were slightly to moderately elevated above typical atmospheric levels in each of the gas probes. The highest carbon dioxide concentration measured at the site was 5.3% while the average carbon dioxide concentration measured in the gas

probes was approximately 2.3%. The slightly depressed subsurface oxygen levels and slightly to moderately elevated carbon dioxide levels suggest residual organic matter entrained within the near surface soils is being biodegraded under aerobic conditions.

Based upon the measured methane levels and the corresponding soil gas pressures, we conclude the property should be classified as a Level II site with a Design Methane Pressure of #2" of water in accordance with LADBS guidelines. A copy of the LADBS methane testing compliance form for this project is included as Attachment A for your reference.

As discussed previously, the property is shown to be located within a Methane Zone. The following primary methane mitigation measures are typically required by LADBS for new Level I slab-on-grade structures within the methane zone:

1. **Sub-Slab Vent System:** A series of perforated vent lines and an associated 2" thick gravel blanket must be installed beneath the floor slab of the proposed structure. The perforated vent lines are connected to solid vent piping that extends through the walls or pipe chases of the building to outlets above the roof line. A dewatering system (sump and pump) must be installed if the design high groundwater level for the project is not at least one foot below the lowest vent piping elevation. Based on the historic groundwater levels, no dewatering system is required.

2. **Impervious Membrane:** A continuous gas membrane is required below the floor slab of the building. This membrane must be sealed against footings, pilings, and utilities to form a gas-tight barrier beneath the building.

3. **Utility Trench Dams:** A section of impervious backfill consisting of compacted native soil or sand / cement slurry must be installed in utility trenches that extend beneath the perimeter of the building in order to prevent methane gas from migrating beneath the structure through sand bedding or backfill.

4. **Conduit Seals:** Gas tight seals must be installed on all conduits (e.g. electrical, cable T.V., telephone, etc.) that extend to the interior of the structure. The purpose of these seals is to prevent methane gas from entering subsurface cracks or discontinuities in the conduits and subsequently migrating to the interior of the building.

There are exceptions in the City Methane Ordinance (Ordinance No. 175790) that allow some of the requirements outlined above to be omitted, or modified, under certain conditions. These possible exceptions should be considered as the building plans are developed in order to determine the specific mitigative measures that will be required for the project.

5.0 Closing: This investigation has been performed with the degree of skill and care ordinarily exercised by engineers practicing in this, and similar, localities. No other warranty, expressed or implied, is given regarding the conclusions or professional opinions presented in this report. The scope of this report is limited to the matters expressly covered herein. This report is presented for the sole use of CIM Group and may not be relied upon by any other party without written authorization from GeoKinetics. All recommendations, findings, and conclusions presented in this report are based upon facts and circumstances as they existed at the time this report was prepared. A change in any fact or circumstance upon which this report is based may necessitate re-evaluation and/or modification of the recommendations, findings, and conclusions presented herein. Due to the nature of this type of investigation, uncertainty exists with respect to the subsurface conditions that are present between boring / sampling locations. The subsurface methane concentrations at the site could vary over time and may change in response to site modifications. The methane levels identified in this report represent the concentrations that were measured at the time of the current investigation. Higher or lower concentrations could occur in the future. If the level of inherent uncertainty is unacceptable, additional sampling and/or testing should be considered.

We hope this information is helpful to you. Please do not hesitate to contact the undersigned if you have any questions or comments.

Sincerely,
GEOKINETICS, INC.

Kevin J. Lea, RCE
Senior Engineer

attachments

Table 1. Gas Probe Monitoring Equipment & Parameters

Parameter	Equipment	Detection Limit or Resolution	Range
Barometric Pressure	Digital Barometer	0.1" of Hg	25 to 36 in Hg
Gas Probe Pressure	Pressure Gauge	0.1" of H_2O	-5 to +5 in H_2O
Methane Concentration	LANDTEC GEM2000-PLUS Infrared Gas Analyzer	0.1%	0.1% to 100%
	FID	0.1 ppm	0.1 to 1,000 ppm
		1 ppm	1 to 10,000 ppm
Carbon Dioxide Concentration	LANDTEC GEM2000-PLUS Infrared Gas Analyzer	0.1%	0.1% to 50%
Oxygen Concentrations	LANDTEC GEM2000-PLUS Infrared Gas Analyzer	0.1%	0.1% to 25%

Table 2 - Multi-Stage Gas Probe Monitoring Results for 3022 S. Western

GAS PROBE #	MONITORING DATE	PROBE DEPTH (feet)	GAS CONCENTRATION (%)			GAS PROBE PRESSURE (IN H_20)	BAROMETRIC PRESSURE (IN Hg)
			CH_4	CO_2	O_2		
P-1	7/25/2022	10	0.0	0.1	18.6	0.04	29.74
	7/26/2022		0.0	0.1	18.8	0.00	29.75
	7/25/2022	20	0.0	2.1	17.9	0.05	29.74
	7/26/2022		0.0	2.1	18.5	-0.04	29.75
	7/25/2022	30	0.0	2.1	17.8	0.06	29.74
	7/26/2022		0.0	2.1	18.4	-0.07	29.75
	7/25/2022	40	0.0	1.4	16.8	-0.10	29.74
	7/26/2022		0.0	1.4	17.4	-0.32	29.75
P-2	7/25/2022	10	0.0	5.2	15.1	0.00	29.74
	7/26/2022		0.0	5.3	15.5	0.00	29.75
	7/25/2022	20	0.0	2.8	17.6	0.07	29.74
	7/26/2022		0.0	3.0	17.7	-0.13	29.75
	7/25/2022	30	0.0	2.1	18.3	0.08	29.74
	7/26/2022		0.1	2.9	17.8	-0.15	29.75
	7/25/2022	40	0.1	1.9	17.0	-0.09	29.74
	7/26/2022		0.0	2.1	17.4	-0.34	29.75

Background	7/25/2022	Pre-Monitoring	0.0	0.0	20.9	-	29.74
	7/26/2022		0.0	0.0	20.8	-	29.75
	7/25/2022	Post-Monitoring	0.0	0.0	20.9	-	29.74
	7/26/2022		0.0	0.0	20.9	-	29.75

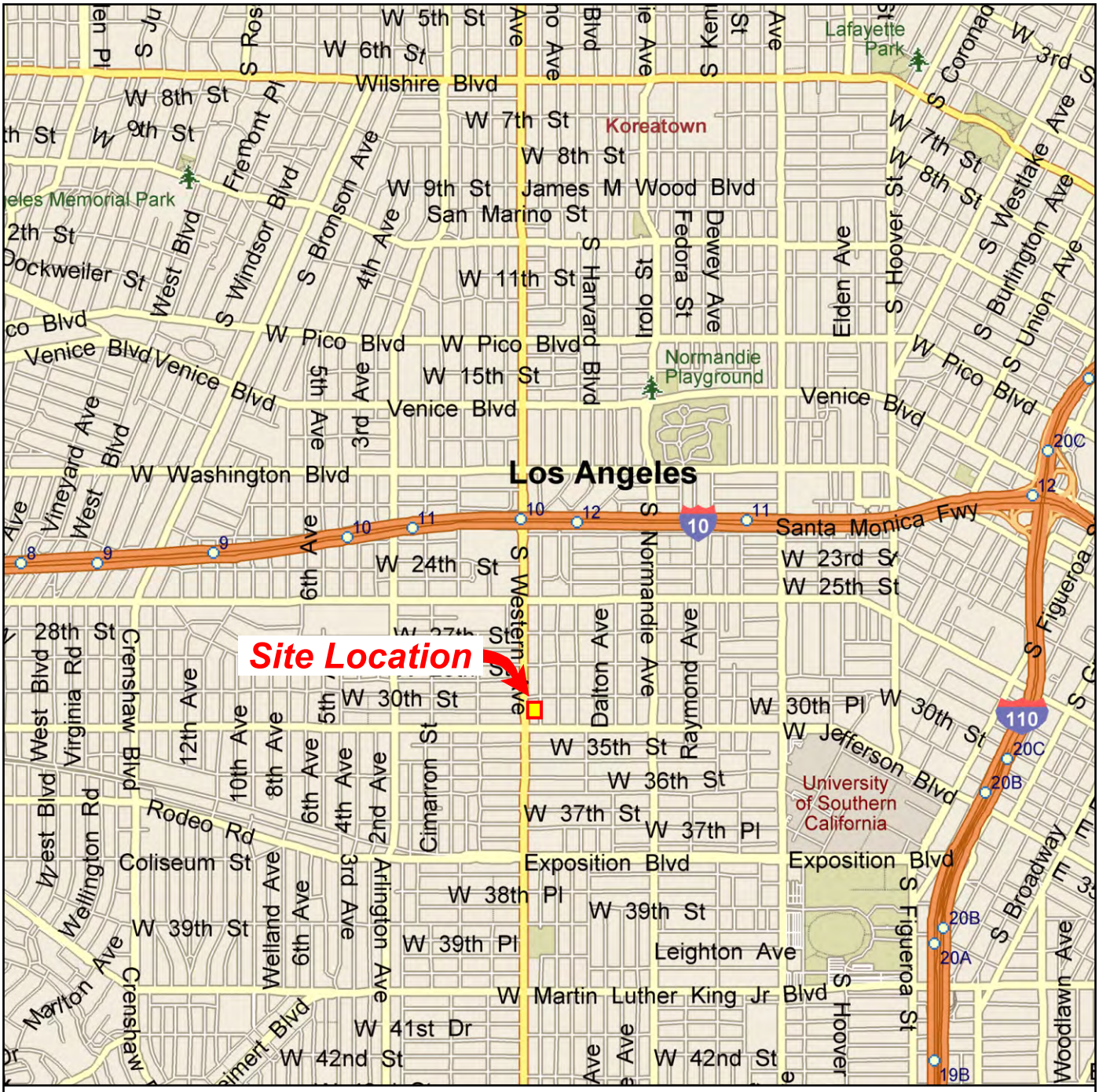
Level I: 0 - 100 ppm (0% to 0.01%)

Level II: 101 - 1,000 ppm (>0.01% to 0.1%)

Level III: 1,001 - 5,000 ppm (>01% to 0.5%)

Level IV: 5,001 to 12,500 ppm (>0.5% to 1.25%)

Level V: Greater than 12,500 ppm (>1.25%)



GeoKinetics
Geotechnical & Environmental Engineers

Project Name: CIM - 3022 S. Western, Los Angeles CA

Date: August 2022

Site Location Map

Figure 1

Legend

Approximate Limits of Site

P-2 Approximate Gas Probe Location & Designation

1,000 Maximum Measured Methane Concentration in Parts Per Million (ppm)

ND Maximum Measured Methane Concentration below detection limit in Parts Per Million (ppm)

0 50 100 ft

Approximate Scale

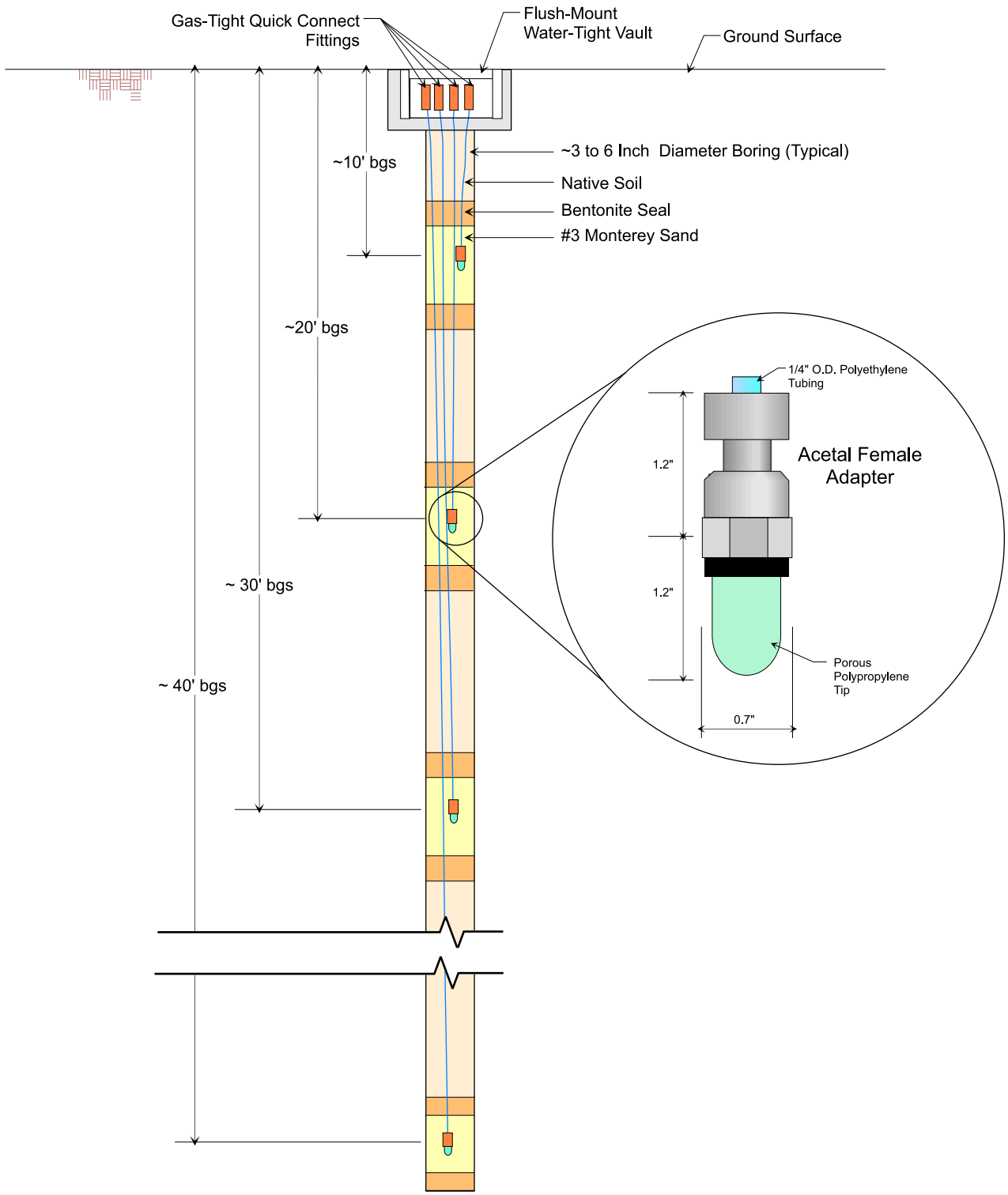
GeoKinetics
Geotechnical & Environmental Engineers

Project Name: CIM - 3022 S. Western, Los Angeles, CA

Date: August 2022

Aerial Photograph
3022 S. Western Avenue
Los Angeles, California

Figure 2



Note: Probe Depths May Vary From One Installation to Another Due to Sub-Surface Conditions.

Not to Scale

GeoKinetics
Geotechnical & Environmental Engineers

Project Name: CIM - 3022 S. Western, Los Angeles, CA

Date: August 2022

Typical Configuration of Gas Probe Installation

Figure 3

Attachment A

Methane Gas Investigation Compliance Certificate

FORM 1 - CERTIFICATE OF COMPLIANCE FOR METHANE TEST DATA

Part 1: Certification Sheet

Site: CIM 3022 South Western Site

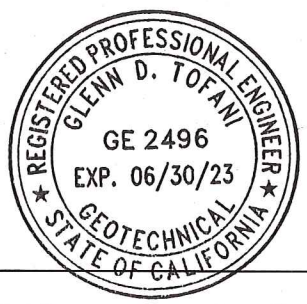
Address: 3018 – 3110 South Western Avenue, Los Angeles, Ca.

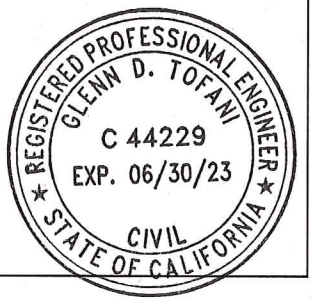
Legal Description: APN # 5053008004 (FR4-1, FR4-2, FR5-1, FR5-2, FR6-1, FR6-2, FR7-2); APN # 5053008005 – FR7-1 & APN # 5053008006 – FR8

Building Use: Affordable Housing

Name of Engineer:	Glenn D. Tofani GeoKinetics
Mailing Address:	77 Bunsen Irvine, CA 92618
Telephone:	(949) 502-5353
Testing Laboratory:	GeoKinetics License # 10234

Registered Civil / Soil Engineer Stamp:





I hereby certify that I have tested the above site for the purpose of methane mitigation, and that all procedures were conducted by a City of Los Angeles licensed testing agency in conformity with the requirements of the LADBS Information Bulletin P/BC 2014-101. Where the inspection and testing of all or part of the work above is delegated, full responsibility shall be assumed by the licensed engineer or geologist whose signature is affixed thereon.

Signed: _____ **Date:** 8-2-22

Required Data:

- Project is in a *METHANE ZONE*
- Depth to ground water observed during testing was: N/A feet below existing ground surface.
- Depth of Historical High Ground Water Table Elevation* is ~30 ft below existing ground surface.
- Design Methane Concentration**: 1,000 parts per million in volume (ppmv).
- Design Methane Pressure***: ≤ 2 inches of water column.
- Methane Design Level: II with ≤ 2 inches of water column.

De-watering:

- De-watering is Not required per Section 7104.3,7.
- Pump discharge rate N/A gallons per minute per reference geology or soil report.
- Reference geology or soil report: N/A

Additional Investigation:

- Additional investigation was Not conducted.

Latest Grading on Site:

- Date of last grading on site was more than 30 days before Site Testing.
- See Attached explanation of the effect on soil gas survey results by grading operations.

Notes:

* Historical High Ground Water Table Elevation Shall mean the highest recorded elevation of ground water based on historical records and field investigations as determined by the engineer for the methane mitigation system.

** Design Methane Concentration shall mean the highest recorded measured methane concentration from either shallow soil gas test or any gas probe set on the site.

*** Design Methane Pressure shall mean the highest total pressure measured from any Gas Probe Set on the site.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. For efficient handling of information internally and in the internet, conversion to this new format of code related and administrative information bulletins including MGD and RGA that were previously issued will allow flexibility and timely distribution of information to the public.

GeoConcepts INC
Geology - Geotechnical Engineering

PRELIMINARY GEOTECHNICAL ENGINEERING INVESTIGATION

Proposed Apartment Building

3022 South Western Ave,
Los Angeles, CA

for

GP, LLC a Delaware Limited Liability Company
4700 Wilshire Boulevard
Los Angeles, CA 90010

Project 22-02119

?

(818) 994-8895
www.GeoConceptsInc.com
14428 Hamlin St., Suite 200, Van Nuys, CA 91401 + 22601 Pacific Coast Highway, Suite 235, Malibu, CA 92065

PRELIMINARY GEOTECHNICAL ENGINEERING INVESTIGATION

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INTRODUCTION

This report presents the results of a Preliminary Geotechnical Engineering Investigation on a portion of the subject property. The purpose of this investigation has been to ascertain the subsurface conditions pertaining to the proposed project. The work performed for the project included reconnaissance mapping, description of earth materials, obtaining representative samples of earth materials, laboratory testing, engineering analyses, and preparation of this report. Results of the project include findings, conclusions, and appropriate recommendations.

SCOPE

The scope of this investigation included the following:

- Review of preliminary plans by NADEL.
- Review of two borings. Explorations were backfilled with the excavated materials but not compacted.
- Preparation of the enclosed Plot map and Cross Sections, (see Appendix I).
- Sampling of representative earth materials, laboratory testing, and engineering analyses (see Appendix II).
- Review of referenced materials and available public reports at the City of Los Angeles (see Appendix V).
- Presentation of findings, conclusions, and recommendations for the proposed project.

JRN Civil Engineers prepared the topographic base map utilized in this investigation. Preliminary building plans were prepared by NADEL and incorporated onto the base map for this investigation.

The scope of this investigation is limited to the project area explored as depicted on the Plot map and cross sections. This report has not been prepared for use by other parties or for purposes other than the proposed project. GeoConcepts, Inc. should be consulted to determine if additional work is required when our work is used by others or if the scope of the project has changed. If the project is delayed for more than one year, this office should be contacted to verify the current site conditions and to prepare an update report.

PROPOSED DEVELOPMENT

It is our understanding that the site will be developed with a five-story mixed use apartment building with one level of subgrade parking. Anticipated foundations will range from 6 to 8 kips per lineal foot and 200-300 kips for column foundations. The proposed development is depicted on the enclosed Plot map and Cross Sections.

No grading is proposed for the project. Final plans have not been prepared and await the conclusions and recommendations of this investigation. These plans should be reviewed by GeoConcepts, Inc. to ensure that our recommendations have been followed.

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SITE DESCRIPTION

Location and Description

Access to the property is via South Western Avenue from West Jefferson Boulevard (see Location Map in Appendix I). The site is developed with a one-story building, is vacant and generally unimproved.

The pad has a light dense growth of vegetation consisting of some grasses and shrubs.

Adjacent sites have been developed with a commercial building to the north, an alley to the west, a two story apartment building to the south, and Western Avenue to the west.

Drainage

Surface water at the site consists of direct precipitation onto the property. Much of this water drains as sheet flow down descending slopes to low-lying areas, offsite, and/or to the street. The building has not been provided with roof gutters and downspouts. Portions of the yard are serviced by an irrigation system. No area drains and/or subdrain outlet pipes were observed on the property.

Groundwater

No active surface groundwater seeps or springs were observed on the subject site. The subsurface exploration did not encounter groundwater to a depth of (75) feet. The depth to groundwater, when encountered in the explorations, is only valid for the date of exploration. Based on the Seismic Hazard Zone Report by the California Geological Survey (formerly Division of Mines and Geology), the depth to historical high groundwater level is about (28) feet below the surface. Seasonal fluctuations of groundwater levels may occur by varying amounts of rainfall, irrigation, and recharge.

FIELD EXPLORATION

The scope of the field exploration was developed based on the preliminary plans of the proposed development available at the time of the exploration and was limited to the area of the proposed development. The locations of the explorations are depicted on the Plot Map. The field exploration was limited by existing structures, hardscape, and/or underground utilities on the site.

The field exploration of the site was conducted on July 22nd, 2022. The geotechnical conditions were mapped by a representative of this office (refer to Exploration Logs). Subsurface exploration was performed by a drill rig excavation into the underlying earth materials. Explorations were excavated to a maximum depth of 75 feet. All explorations were backfilled and tamped upon completion of down-hole observation. However, some settlement within exploration areas should be anticipated.

Detailed descriptions of the earth materials encountered during the field exploration are provided in the Boring Logs in Appendix I.

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Undisturbed and bulk samples representative of the earth materials were obtained and transported to our laboratory. Undisturbed Modified California (MC) samples and Standard Penetration Test (SPT) samples were obtained within the explorations through the use of a thin-walled steel hand-held sampler with successive blows of a 140 pound drop hammer dropped thirty inches (30"). MC samples were retained in brass rings of two and one-half inches (2½") in diameter and one inch (1") in height. The samples were transported in moisture tight containers. The results of the laboratory testing and a summary of the test procedures are included within Appendix II.

SUMMARY OF FINDINGS

Previous Work

The subject property was graded and developed circa 1936 and prior to the City of Los Angeles Grading Ordinance. No geology and/or geotechnical reports were found on file at the City of Los Angeles, covering the construction of the site.

Stratigraphy

The site is underlain by Quaternary (Q) earth materials and artificial fill. The earth materials encountered on the subject property are briefly described below. Approximate depths and more detailed descriptions are given in the enclosed Exploration Logs (see Appendix I).

Artificial Fill (Af)

Artificial fill was encountered on the subject site. Fill was encountered in all of the borings with a thickness of (0.5) feet. No evidence of engineered keys or benches was observed. Fill generally consists of sand with occasional gravels that generally range between (1/4) and (3/4) inches in length.

Quaternary Alluvium (Qal)

Alluvial deposits occupy the site. Alluvium is weathered bedrock material and sediments that have been eroded from natural slopes and deposited in generally flat lying areas. Alluvium primarily consists of light to medium brown, moderately firm to firm, silty sand to sandy silt to coarse granular sands with occasional cobbles and boulders that generally range between (0.5) and (1.5) inches in length. These deposits were encountered within the two borings to the depth of the exploration.

Excavation Characteristics

Subsurface exploration was performed through the use of hand labor and hollow-stem drill rig excavating into generally fill and alluvium. Due to the nature of hollow stem drilling, observation of the caving potential of the soil is not possible. Excavation difficulty is considered normal within the earth materials encountered and should not be limited to consideration of rippability of the earth material. Cohesionless sandy material, although easy to remove, may be subject to sloughing and caving. Therefore, difficulty may be encountered maintaining an open excavation. Fine grained materials such as clays and silts may increase in density with depth due to overburden pressure. Thus, difficulty excavating into the material may increase with depth.

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Seismic Hazards

Earthquake Faults

The Alquist-Priolo Earthquake Fault Zoning (AP) Act was passed into law following the destructive February 9, 1971 San Fernando earthquake. The intent of the Act is to increase public safety by reducing the siting of most structures for human occupancy across an active fault. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The property is not located within an Alquist-Priolo Earthquake Fault Zone. The general locations of major faults within Southern California are depicted on a fault map provided by the USGS in Appendix I.

Holocene-Active Faults

The following active faults are capable of producing seismic waves (ground shaking) on the subject property. Recent publications have reclassified active faults as Holocene-active faults. A Holocene-active Fault as defined by Department of Conservation California Geological Survey (CGS) is one which has moved during the past 11,700 years. This age boundary is an absolute age (number of years before present) and is not a radiocarbon ^{14}C age determination, which requires calibration in order to derive an absolute age. The following faults are considered to be Holocene-active and therefore subject to the regulations under the AP Act.

The San Andreas Fault zone (13) is the dominant Holocene-active fault in California. Geologic studies show that over the past 1,400 to 1,500 years large earthquakes have occurred at about 150-year intervals on the southern San Andreas Fault. It consists of numerous subparallel faults of varied lengths in a zone generally 0.3 to 1.5 km wide in Southern California. The dip of the fault is near vertical and the sense of motion is right lateral. Historically, the 1857 Fort Tejon earthquake with an estimated magnitude of 7.9 ruptured the ground surface from the vicinity of Cholame (near Paso Robles) to somewhere between the Cajon Pass and San Gorgonio Pass (Wrightwood), approximately 200 miles. Studies of offset stream channels indicate that as much as (29) feet of movement occurred in 1857. The fault extends from the Gulf of California northward to the Cape Mendocino area where it continues along the ocean floor, approximately 750 miles in length.

The Northridge earthquake occurred on January 17, 1994, in the San Fernando Valley. The epicenter was about 1 mile south-southwest of Northridge at a focal depth of 12 miles. The surface wave magnitude was issued by the National Earthquake Information Center at Mw=6.7. This event occurred on a previously unrecognized south-dipping blind reverse fault without surface rupture. This earthquake produced the strongest ground motions ever instrumentally recorded in an urban setting in North America. Damage was wide-spread with sections of major freeways collapsed include some parking structures and office buildings. Common surface disruptions included buckled curbs and sidewalks, fissured concrete and asphalt, and rupture of utility lines which are generally aligned in northwest and east-west directions. Shattered ridges were reported along Mulholland Drive in the Sherman Oaks area, consisting of intense ground disturbances associated with strong vibratory ground motions within the north trending ridges underlain by shale of the Lower Modelo formation.

The Whittier-Elsinore fault zone (20) consists of several subparallel, overlapping and en echelon fault strands in a zone up to 1.2 km wide. It extends nearly 125 miles from the Mexican border to the northern edge of the San Fernando Valley. Seismicity includes the Whittier Narrows earthquake of October 1, 1987 with a magnitude of 5.9 and an epicenter in the city of

Rosemead. This earthquake occurred on a previously unknown and concealed thrust fault. There was no reported surface rupture from the earthquake. Also, numerous close and scattered small earthquakes have occurred in historic time near and along the fault.

The San Fernando fault (14) consists of five major en echelon strands at least 9.5 miles in length. The "San Fernando" earthquake of February 9, 1971 produced a magnitude of Mw 6.5 at a depth of 8.4 km along an east west trending reverse fault with a northerly dip. The length of the surface rupture was about 9.5 miles and ground shaking lasted for approximately 60 seconds. The earthquake ruptured the northwestern end of the Sierra Madre Fault zone forming the San Fernando Fault. Major damage included the Olive View and Veterans Administration Hospitals and collapse of freeway overpasses. Landslides occurred in the Upper Lake area of Van Norman Lakes. Additionally the Van Norman Dam and the Pacoima Dam were severely damaged.

The eastern portion of the Santa Susana fault (12) ruptured during the 1971 San Fernando Earthquake. The Santa Susana fault consists of several strands in a zone as wide as 1 km. It generally strikes from north 75 degrees west to north 50 degrees east and dips to the north. The fault is a high angle reverse fault. The fault appears to have been generated by northeast-southwest oriented compressional stress.

The Newport-Inglewood fault zone (7) consists of several strands that extend from offshore by Laguna Beach to either merge with or be truncated by the Malibu-Santa Monica fault zone near Beverly Hills. The fault has a length of about 45 miles. It was the source of the "Long Beach" earthquake, which occurred on March 10, 1933 with a magnitude of 6.3. Numerous small earthquakes have occurred in historic time along and near the fault zone. The fault zone is easily observed by an alignment of hills and mesas including Cheviot Hills, Baldwin Hills, Rosecrans Hills, Dominguez Hills, Signal Hill, Reservoir Hill, Alamitos Heights, Landing Hill, Bolsa Chica Mesa, and Newport Mesa.

In June 1995, two portions of the Malibu Coast fault zone (6) were reclassified as active fault zones by the State of California. On August 16, 2007, the fault zone near the east side of Malibu Bluff Park was removed from the State of California Earthquake Fault Zone map by the State of California. The east west trending Malibu Coast fault consists of several subparallel strands in a zone as wide as 0.5 km, with a length of at least 17 miles. It strikes east west and dips (45) to (80) degrees to the north. The Malibu Coast fault has the potential to produce a large Maximum Credible Peak and Repeatable Acceleration on the subject property. The duration of the Malibu Coast fault is estimated at (11) seconds assuming fault end nucleation and unidirectional rupture propagation, (Bolt, 1981). The Malibu Coast fault is thought to be part of other faults such as the Santa Monica fault and Hollywood fault that separate the Transverse Ranges on the north from the Peninsula Range on the south. Two Malibu Earthquakes occurred with Magnitudes of M_L 5.2 and M_L 5.0 on January 1, 1979 and January 18, 1989, respectively. It was reported that only minor damage occurred in the areas closest to the epicenter.

The Hollywood fault was officially designated as an earthquake zone in 2018 by the State of California Geological Survey. The subject site is about 4 miles south of the Alquist-Priolo Earthquake Fault Zone. Generally, the Hollywood fault extends eastward for a distance of 15 km through Beverly Hills, West Hollywood, and Hollywood to the Los Angeles River. The fault is primarily expressed at the ground surface by scarp-like features. This is a left–reverse fault with an estimated slip rate between 0.33 mm/yr and 0.75 mm/yr, and is capable of generating an earthquake of Mw 6.0 to 7.0 (Petersen and Wesnousky 1994) and (SCEC).

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The Raymond fault (10) is a combination fault with reverse and left slip movement that acts as a groundwater barrier within the densely populated San Gabriel Valley. The activity of the fault is attested to by the numerous geomorphic features found along its entire length of approximately 14 miles. Scattered small earthquakes have occurred north of the fault trace. It may be the source of the 1855 Los Angeles earthquake. The Raymond fault is an east-trending fault made up of other faults such as the Hollywood and Santa Monica faults that separate the Transverse Ranges on the north form the Peninsula Range on the south. The Raymond fault has a minimum slip rate of 0.1 to 0.2 mm per year, and is capable of generating an earthquake of Mw 6.0 to 7.0 (SCEC).

The Sierra Madre fault zone (17) is often divided into five main segments; Vasquez Creek fault, Clamshell fault, Sawpit Canyon fault, Duarte fault and the Cucamonga fault. The Sierra Madre earthquake of June 28, 1991 (Mw5.8) was in the San Gabriel Mountains. An estimated 33.5 million dollars of damage has been reported. The Sierra Madre fault zone is about 75 km long. It's a thrust fault system along the south edge of the San Gabriel Mountains. The east end of the Sierra Madre fault zone intersects the San Jacinto fault and the San Andreas Fault. The 1971 San Fernando earthquake occurred on the San Fernando-Sunland segment of the Sierra Madre fault zone.

The San Gabriel fault (15) consists of several en echelon fault strands in a zone approximately 0.5 km wide, with a length of about 90 miles. The fault trends northwestward and subparallel to the San Andreas Fault. As of March 1, 1988, a portion of the Newhall segment of the fault zone was reclassified as an active fault. Fault activity has been dated between 1550 and 3500 years before present within the Newhall segment. The youngest ground rupture event has broken alluvial beds to within five feet of the ground surface. Geologic evidence suggests 38 miles of right lateral offset has occurred between 14 million and 3 million years ago and may have functioned as an ancestral branch of the San Andreas Fault. Recent studies suggest that the major strike slip movement has become inactive and dip slip movement is active present.

Pre-Holocene Faults

Pre-Holocene faults are faults that have not moved in the past 11,700 years and thus do not meet the criteria of "Holocene-active fault" as defined in the A-P Act and State Mining and Geology Board (SMGB) regulations. This class of fault may be still capable of surface rupture, but is not regulated under the A-P Act. Depending on available site-specific and regional data such as proximity to other Holocene-active faults, average recurrence, variability in recurrence, the timing of the most recent surface rupturing earthquake, and case studies from other surface rupturing earthquakes, the project geologist may, but is not required to, recommend setbacks. Engineered solutions can also be considered by a licensed engineer operating within his or her field of practice. The following faults may be capable of producing seismic waves (ground shaking) on the subject property.

The Santa Monica fault (11) extends east from the coastline in Pacific Palisades through Santa Monica and West Los Angeles and merges with the Hollywood fault. The Santa Monica fault consists of one or more fault strands, with a poorly known geometry. Generally, the fault strikes northeast 60 to 80 degrees and dips 45 to 65 degrees northwest at depth with a few near vertical surface traces. The length of the fault is at least 25 miles. The composite local mechanism of fault displacement is a reverse left lateral along the Santa Monica-Hollywood-Raymond fault zone. The Santa Monica and Hollywood faults may be part of a larger fault system that includes Malibu Coast, Raymond and Cucamonga fault system. This fault zone

forms the central portion of a major tectonic boundary separating the east west trending Transverse Ranges province to the north from the northwest trending Peninsular Ranges province to the south.

The Benedict Canyon fault zone trends eastward through the Santa Monica Mountains. The fault may be part of the Hollywood-Santa Monica-Raymond fault system. The activity of the fault is based on offsets in groundwater bearing sediments that correlate with steep dipping gravity gradients. The fault extends through Universal City and along the north side of the eastern part of the Santa Monica Mountains.

The Simi fault (18) consists of a single strand that bifurcates at the western end. Generally, it strikes north 70-80 degrees east and dips 60 to 75 degrees north with a length of about 31-km.

The Mission Hills fault (5) is an east west trending fault with a length of about 9 km. The fault is presumed to be a single strand that strikes north 80 degrees east to east west and dips about 80 degrees to the north.

The Chatsworth fault (1) is a reverse fault which juxtaposes Cretaceous Chatsworth formation and Paleocene Martinez formation over Miocene Modelo formation within the San Fernando Valley.

The Palos Verdes Hills fault (9) consists of several en echelon strands locally in a zone as wide as 2 km with a length of 50 miles. It strikes north between 20 and 60 degrees west with dips of 70 degrees to the southwest.

Seismic Effects

During an earthquake there are several primary geologic hazards such as ground rupture, ground shaking, landslides, and liquefaction that can adversely affect property, structures, and improvements. On hillside properties, the potential exists for landsliding from ground shaking which may adversely affect property, structures, and improvements. Properties near and along the coastline may potentially be affected by inundation due to tsunamis generated from a seismic event. The State of California has prepared maps that detail areas which may require assessment for ground rupture, landsliding and/or liquefaction. Strong ground shaking is the primary hazard that causes damage from earthquakes and these areas have been zoned with a high level of seismic shaking hazard. The historical earthquake record in Southern California is less than 200 years; therefore, potential damage from a seismic event is not limited areas that have experienced damage in the past. Based on the above discussion, earthquake insurance with building code upgrades is suggested.

There are several Holocene-active and/or Pre-Holocene faults that could possibly affect the site within Los Angeles County. Although all of Southern California is within a seismically active region, some areas have a higher potential for seismic damage than others. The current scientific technology does not provide for accurate prediction of the time, location, or magnitude of an earthquake event.

It should be understood that the following discussion is an evaluation of risk and degree of potential damage to a structure if a fault were to rupture on or near the site and does not imply that a fault may or may not be present beneath the site. An assessment of damage to the structure is based on the Modified Mercalli Intensity Scale which is correlated to observed damage from seismic events. Intensity/damage associated with an earthquake is not directly correlated to magnitude. For a given magnitude of an earthquake, the intensity/damage to a

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structure may vary depending on the subsurface earth materials, type of fault rupture, hypocenter depth, and local building practices in effect during the construction of a structure.

An evaluation of the seismic effects on a property is designed to provide the client with rational and believable seismic data that could affect the property during the lifetime of the proposed improvements. The minimum design acceleration for a project is listed in the Building Code. It is recommended that the structural design of the proposed project be based on current design and acceleration practices of similar projects in the area. The project structural designer should review and verify all of the seismic design parameters prior to utilizing the information for the design.

Ground Rupture

Ground rupture is the result of movement from a Holocene-active fault. A fault is a fracture in the crust of the earth along which rocks on one side have moved relative to those on the other side. No known Holocene-active fault is mapped on the subject site.

Ground Shaking

Ground shaking caused by an earthquake is likely to occur at the site during the lifetime of the development due to the proximity of several Holocene-active and Pre-Holocene faults. Generally, on a regional scale, quantitative predictions of ground motion values are linked to peak acceleration and repeatable acceleration, which are a response to earthquake magnitudes relative to the fault distance from the subject property. Southern California major earthquakes are generally the result of large-scale earth processes in which the Pacific plate slides northwestward relative to the North American plate at about 2 inches/year.

The potential for lurching, surface manifestations, landslides, and topographic related features from ground/seismic shaking can occur almost anywhere in Southern California. Proper maintenance of properties can mitigate some of the potential for these types of manifestations, but the potential cannot be completely eliminated. Many structures were built before earthquake codes were adopted; others were built according to codes formulated when less was known about the intensity of near-fault shaking. Therefore, the margin of safety is difficult to quantify.

A publicly available computer program provided by the United States Geological Survey (USGS) was utilized for the probabilistic prediction of peak horizontal ground acceleration from digitized design maps of Maximum Considered Earthquake (MCE) ground response. A summary of the seismic design parameters is provided in Appendix III. The project structural designer should verify all of the input parameters and review all of the resulting seismic design parameters prior to utilizing the information for the design.

Tsunamis & Seiches

Properties located along the coastline have a potential for inundation from a tsunami. Tsunamis are ocean waves produced by sudden water displacement resulting generally from offshore earthquakes, large submarine landslides or submarine volcanic eruptions. Once generated, a tsunami can travel thousands of miles at high speeds up to 400 miles per hour. However, the topography of the sea floor and Channel Islands may minimize the risk of a large tsunami generated from a distant offshore earthquake impacting the Southern California coast.

The 1964 Alaskan Earthquake produced sea waves of less than four feet in the Los Angeles Harbor. The 1960 Chilean Earthquake produced sea waves of about five feet at Redondo Beach. Little data exists to evaluate the potential for a local tsunami generated off the coast of

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Southern California. Historically, two documented tsunamis have been generated off the coast of Southern California. The 1812 Santa Barbara Earthquake was reported to generate (10) to (12) foot high sea waves at Gaviota. The 1927 Point Arguello Ms 7.3 Earthquake produced run-up heights of (5) feet at Port San Luis.

The lower threshold for tsunami development is considered to be about a magnitude of M6.5. Offshore faults and the Santa Monica faults appear capable of producing a magnitude of M6.5 earthquake and conceivably producing a sea wave. In their 2003 study, Evaluation of Tsunami Risk to Southern California Coastal Cities, Legg et al modeled tsunami propagation and run-up from a potential M7 to M7.4 magnitude earthquake on the offshore Catalina fault near Santa Catalina Island. The report concluded that run-up heights along the coast of Southern California could be on the order of 2 to 4 meters. Their stated recurrence times are on the order of a few hundred years for a large earthquake on offshore faults.

Seiches are waves with low-energy within reservoirs, lakes, and bays that are generally produced by strong earthquake shaking. The proposed project is not located near a reservoir, lake, or bay; therefore, the potential for damage to the site from a seiche is considered nil.

Earthquake Induced Landslides

The State of California has prepared Seismic Hazard Zone Reports to regionally map areas of potential increased risk of permanent ground displacement based on historic occurrence of landslide movement, local topographic expression, and geological and geotechnical subsurface conditions. The maps may not identify all areas that have potential for earthquake-induced landsliding, strong ground shaking, or other earthquake-related geologic hazards. The subject site is not located within an earthquake-induced landslide hazard zone on the State of California Seismic Hazard Map.

The subject site is relatively flat with very little topography which precludes the potential for landslides and/or other hazards typically associated with hillside properties.

Liquefaction

The State of California has prepared Seismic Hazard Zone Reports to regionally map areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacement. The maps may not identify all areas that have potential for liquefaction, strong ground shaking, and other earthquake and geologic hazards. The subject site is located within a liquefaction hazard zone on the State of California Seismic Hazard Zone Map.

Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. The types of sediments most susceptible are clay-free deposits of sand and silts; occasionally gravel liquefies. Liquefaction can occur when seismic waves, primarily shear waves, pass through saturated granular layers distorting the granular structure, and causing loosely packed groups of particles to collapse. These collapses increase the pore-water pressure between grains if drainage cannot occur. If the pore-water pressure rises to a level approaching the weight of the overlying soil, the granular layer temporarily behaves as a viscous liquid rather than a solid.

In the liquefied condition, soil may deform with little shear resistance; deformations large enough to cause damage to buildings and other structures are called ground failures. The ease with which a soil can be liquefied depends primarily on the looseness of the material, the depth,

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thickness and areal extent of the liquefied layer, the ground slope and the distribution of loads applied by buildings and other structures.

Liquefaction induced ground deformations (detailed below) will have an effect on the proposed and existing development that can result in significant structural damage, collapse or partial collapse of a structure, especially if there is significant differential settlement or lateral spreading between adjacent structural elements. Even without collapse, significant settlement or lateral spreading could result in significant structural damage including, but not limited to, blocked doors and windows that could trap occupants.

To quantify the potential for liquefaction at the subject site one boring was drilled to test the soils and collect samples. Site liquefaction analysis of the soils underlying the subject site was performed using the computer program LiquefyPro by CivilTech Software. LiquefyPro is software that evaluates liquefaction potential and calculates the settlement of soil deposits due to seismic loads. The program is based on the most recent publications of the NCEER Workshop and SP117 Implementation. The program requires in-situ test data of the soils, laboratory soils data, and earthquake design input.

For the PGA corresponding to two-thirds of the PGA_m, seismic-induced liquefaction settlements shall be determined. The predominant earthquake magnitude may be obtained from the USGS Interactive Deaggregation web site: https://geohazards.usgs.gov/deaggint/2008/. A 10% probability of exceedance in 50 years (475-year return period) may be used (either modal or mean values may be used). Potential seismic-induced settlements shall be determined when the safety factor is less than 1.1.

For the PGA corresponding to the PGA_M, seismic induced liquefaction settlements shall be determined. The predominant earthquake magnitude may be obtained from the USGS Interactive Deaggregation web site: https://geohazards.usgs.gov/deaggint/2008/. A 2% probability of exceedance in 50 years (2475-year return period) shall be used (either modal or mean values may be used). Potential seismic-induced settlements shall be determined when the safety factor is less than 1.0. Deformations of any foundations shall be such that the foundations of the buildings or other structures do not lose their ability to carry gravity loads and that collapse of the building or other structures is prevented.

The following earthquake input parameters and groundwater conditions were adopted for the analysis.

Earthquake Magnitude	Peak Horizontal Ground Acceleration	Groundwater Level During Testing	Groundwater Level During Earthquake
6.66 (10% probability of exceedance in 50 years)	0.6 ($2/3*PGA_m$)	75 feet	25 feet
6.77 (2% probability of exceedance in 50 years)	0.9 (PGA_m)	75 feet	25 feet

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The results of the liquefaction analysis indicate a potential for liquefaction with the design earthquake input parameters. The following are the results of our liquefaction analysis:

PGA	Total Settlement (in)	Differential Settlement (in)
2/3*PGA_m	0.07	0.05
PGA_m	0.45	0.30

The liquefaction potential at the subject site is considered low. Therefore, conventional foundation design is considered appropriate for the proposed development.

Surface Manifestations

The determination of whether surface manifestation of liquefaction (such as sand boils, ground fissures etc.) will occur during earthquake shaking at a level-ground site can be made using the method outlined by Ishihara (1985). It is emphasized that settlement may occur, even with the absence of surface manifestation. Youd and Garris (1994 and 1995) evaluated the Ishihara method and concluded that the method is not appropriate for level ground sites subject to lateral spreading and/or ground oscillation.

Based upon the non-liquifiable nature of the soil on site, surface manifestations of liquefaction should not pose any significant hazard to the proposed development provided the recommendations contained within this report are followed and maintained.

Lateral Spreads

Whereas the potential for flow slides may exist at a building site, the degradation in undrained shear resistance arising from liquefaction may lead to limited lateral spreads (of the order of feet or less) induced by earthquake inertial loading. Such spreads can occur on gently sloping ground or where nearby drainage or stream channels can lead to static shear stress biases on essentially horizontal ground (Youd, 1995). At larger cyclic shear strains, the effects of dilation may significantly increase post liquefaction undrained shear resistance. However, incremental permanent deformations will still accumulate during portions of the earthquake load cycles when low residual resistance is available. Such low resistance will continue even while large permanent shear deformations accumulate through a ratcheting effect. Such effects have recently been demonstrated in centrifuge tests to study liquefaction induced lateral spreads, as described by Balakrishnan et al. (1998). Once earthquake loading has ceased, the effects of dilation under static loading can mitigate the potential for a flow slide.

It is clear from past earthquakes that damage to structures can be severe, if permanent ground displacements on the order of several feet occur. However, during the Northridge earthquake significant damage to building structures (floor slab and wall cracks) occurred with less than one (1) foot of lateral spread. The complexities of post-liquefaction behavior of soils noted above, coupled with the additional complexities of potential pore water pressure redistribution effects and the nature of earthquake loading on the sliding mass, lead to difficulties in providing specific guidelines for lateral spread evaluations.

Based upon the flat nature of the site and the dense nature of the soils, liquefaction lateral spreads should not pose any significant hazard to the proposed development.

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Seismically Induced Settlements

Seismic settlement occurs when cohesionless soils densify as result of ground shaking. Typically seismically induced settlement is greatest in loose cohesionless sands. Lee and Albaisa (1974) and Yoshimi (1975) studied the volumetric strains (or settlements) in saturated sands due to dissipation of excess pore pressures generated in saturated granular soils by the cyclic ground motions. The volumetric strain, in the absence of lateral flow or spreading, results in settlement. Liquefaction-induced settlement could result in collapse or partial collapse of a structure, especially if there is significant differential settlement between adjacent structural elements. Even without collapse, significant settlement could result in blocked doors and windows that could trap occupants.

The soils encountered at the subject site consist of dense silty sand and sand. Based upon the liquefaction analysis, liquefaction induced settlement is estimated to be 0.07 inch and differential settlement of 0.05 inch.

CONCLUSIONS

1. Based on the results of this investigation and a thorough review of the proposed development, as discussed, the project is suitable for the intended use providing the following recommendations are incorporated into the design and subsequent construction of the project. Also, the development must be performed in an acceptable manner conforming to building code requirements of the controlling governing agency.

2. Based on the State of California Seismic Hazard Maps, the subject site is located within a liquefaction zone. Based upon the liquefaction analysis, liquefaction induced settlement is estimated to be 0.07 inch and differential settlement of 0.05 inch.

3. Based on the State of California Seismic Hazard Maps, the subject site is not located within an earthquake-induced landslide hazard zone.

4. The SITE CLASS based on California Building Code is D.

5. Based upon field observations, laboratory testing and analysis, the alluvium found in the exploration borings should possess sufficient strength to support the proposed development.

RECOMMENDATIONS

Specific

1. The proposed five-story apartment building with one level of subgrade parking should be supported on foundations embedded into alluvium at subgrade depth. Foundations should be designed as outlined the Foundations section below.
2. The soils chemistry results should be incorporated into the design of the proposed project.
3. The property owner shall maintain the site as outlined in the Drainage and Maintenance Section.

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Drainage and Maintenance

Maintenance of properties must be performed to minimize the chance of serious damage and/or instability to improvements. Most problems are associated with or triggered by water. Therefore, a comprehensive drainage system should be designed and incorporated into the final plans. In addition, pad areas should be maintained and planted in a way that will allow this drainage system to function as intended. The property owner shall be fully responsible for dampness or water accumulation caused by alteration in grading, irrigation or installation of improper drainage system, and failure to maintain drain systems. The following are specific drainage, maintenance, and landscaping recommendations. Reductions in these recommendations will reduce their effectiveness and may lead to damage and/or instability to the improvements. It is the responsibility of the property owner to ensure that improvements, structures and drainage devices are maintained in accordance with the following recommendations and the requirements of all applicable government agencies.

Drainage

Positive pad drainage should be incorporated into the final plans. The pad should slope away from the footings at a minimum five percent slope for a horizontal distance of ten feet. In areas where there is insufficient space for the recommended ten foot horizontal distance concrete or other impermeable surface should be provided for a minimum of three feet adjacent the structure. Pad drainage should be at a minimum of two percent slope where water flow over lawn or other planted areas. Drainage swales should be provided with area drains about every fifteen feet. Area drains should be provided in the rear and side yards to collect drainage. All drainage from the pad should be directed so that water does not pond adjacent to the foundations or flow toward them. Roof gutters and downspouts are required for the proposed structures and should be connected into a buried area drain system. All drainage from the site should be collected and directed via non-erosive devices to a location approved by the building official. Area drains, subdrains, weep holes, roof gutters and downspouts should be inspected periodically to ensure that they are not clogged with debris or damaged. If they are clogged or damaged, they should be cleaned out or repaired.

Landscaping (Planting)

The property owner is advised not to develop planter areas between patios, sidewalk and structures. Planters placed immediately adjacent to the structures are not recommended. If planters are proposed immediately adjacent to structures, impervious above-grade or below-grade planter boxes with solid bottoms and drainage pipes away from the structure are suggested. All slopes should be maintained with a dense growth of plants, ground-covering vegetation, shrubs and trees that possess dense, deep root structures and require a minimum of irrigation. Plants surrounding the development should be of a variety that requires a minimum of watering. It is recommended that a landscape architect be consulted regarding planting adjacent to improvements. It will be the responsibility of the property owner to maintain the planting. Alterations of planting schemes should be reviewed by the landscape architect.

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Irrigation

An adequate irrigation system is required to sustain landscaping. Over-watering resulting in runoff and/or ground saturation must be avoided. Irrigation systems must be adjusted to account for natural rainfall conditions. Any leaks or defective sprinklers must be repaired immediately. To mitigate erosion and saturation, automatic sprinkling systems must be adjusted for rainy seasons. A landscape architect should be consulted to determine the best times for landscape watering and the proper usage.

Pools/Plumbing

Leakage from a swimming pool or plumbing can produce a perched groundwater condition that may cause instability or damage to improvements. Therefore, all plumbing should be leak-free.

Grading and Earthwork

Proposed grading will consist of subgrade wall excavations, subgrade wall backfill, and foundation excavations.

Foundations

It is recommended that the proposed five-story apartment building with the one level of subgrade parking be founded into alluvium at subgrade depth.

The minimum continuous footing size is (24) inches wide and (24) inches deep into the alluvium, measured from the lowest adjacent grade. Continuous footings may be proportioned, using a bearing value of (2500) pounds per square foot. Column footings placed into the alluvium may be proportioned, using a bearing value of (3000) pounds per square foot, and should be a minimum of (2) feet in width and (24) inches deep, below the lowest adjacent grade.

All continuous footings shall be reinforced with a minimum of (4) #(5) bars, two placed near the top and two near the bottom. Reinforcing recommendations are minimums and may be revised by the structural engineer.

The bearing values given above are net bearing values; the weight of concrete below grade may be neglected. These bearing values may be increased by one-third (1/3) for temporary loads, such as, wind and seismic forces.

Lateral loads may be resisted by friction at the base of the foundations and by passive resistance within the alluvium. A coefficient of friction of (0.4) may be used between the foundations and the alluvium. The passive resistance may be assumed to act as a fluid with a density of (300) pounds per square foot, with a maximum earth pressure of (3000) pounds per square foot. When combining passive and friction for resistance of lateral loads, the passive component should be reduced by one-third.

All footing excavation depths will be measured from the lowest adjacent grade of recommended bearing material. Footing depths will not be measured from any proposed elevations or grades. Any foundation excavations that are not the recommended depth into the recommended bearing materials will not be acceptable to this office.

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Settlement

Settlement of the proposed five-story apartment building will occur. Settlement of (1/8) to (1/4) inches between walls, within 20 feet or less, of each other, and under similar loading conditions, are considered normal. Total settlement on the order of (1/2) inches should be anticipated.

Excavations

Excavations ranging in vertical height up to 15 feet will be required for the subgrade wall excavations. Conventional excavation equipment may be used to make these excavations. Excavations should expose alluvium. These soils are suitable for vertical excavations up to five feet. This should be verified by the project geotechnical engineer during construction so that modifications can be made if variations in the soil occur.

Temporary Shoring

The following information on the design and installation of the shoring is as complete as possible at this time. It is suggested that a review of the final shoring plans and specifications be made by this office prior to bidding or negotiating with a shoring contractor be made.

One method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. The soldier piles may be designed as cantilevers or laterally braced utilizing drilled tie-back anchors or raker braces.

Soldier Piles

Drilled cast-in-place soldier piles should be placed no closer than 2 diameters on center. The minimum diameter of the piles is 18 inches. Structural concrete should be used for the soldier piles below the excavation; lean-mix concrete may be employed above that level. As an alternative, lean-mix concrete may be used throughout the pile where the reinforcing consists of a wideflange section. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wideflange section to the earth materials. For design purposes, an allowable passive value for the earth materials below the bottom plane of excavation, may be assumed to be 500 pounds per square foot per foot. To develop the full lateral value, provisions should be implemented to assure firm contact between the soldier piles and the undisturbed earth materials.

Casing may be required should caving be experienced in the saturated earth materials. If casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than 5 feet.

A special concrete mix should be used for concrete to be placed below water. The design shall provide for concrete with a strength of 1,000 psi over the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste shall be included. The slump shall be commensurate to any research report for the admixture, provided that it shall also be the minimum for a reasonable consistency for placing when water is present.

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Lagging

Due to the low cohesion nature of the soil and fill materials, it is anticipated that lagging will be required for the soil and fill. To develop the full lateral support, provisions should be implemented to assure firm contact between the lagging and the undisturbed earth materials. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the lagging to the earth materials. It is recommended that the lagging and slurry backfill be installed the same day as excavation.

Soldier piles and anchors should be designed for the full anticipated pressures. Due to arching in the earth materials, 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 pounds per square foot.

Lateral Pressures

A triangular distribution of lateral earth pressure should be utilized for the design of cantilevered shoring system. A trapezoidal distribution of lateral earth pressure would be appropriate where shoring is to be restrained at the top by bracing or tie backs. Equivalent fluid pressures for the design of cantilevered and restrained shoring are presented in the following table:

Shoring Height (ft)	Cantilever Shoring System Equivalent Fluid Pressure (pcf) Triangular Distribution of Pressure	Restrained Shoring System Lateral Earth Pressure (psf)* Trapezoidal Distribution of Pressure
15 feet	36 pcf	24H psf

*Where H is the height of the shoring in feet.

Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressures should be applied where the shoring will be surcharged by adjacent traffic or structures.

Tied-Back Anchors

Tie-back anchors may be used to resist lateral loads. Friction anchors consisting of high stress thread bars 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.

Drilled friction anchors may be designed for a skin friction of 300 pounds per square foot. Pressure grouted anchor may be designed for a skin friction of 2,000 pounds per square foot. Where belled anchors are utilized, the capacity of belled anchors may be designed by assuming the diameter of the bonded zone is equivalent to the diameter of the bell. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. Anchors should be placed at least 6 feet on center to be considered isolated.

It is recommended that at least 3 of the initial anchors have their capacities tested to 200 percent of their design capacities for a 24-hour period to verify their design capacity. The total

deflection during 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.

All anchors should be tested to at least 150 percent of design load. The total deflection during this test should not exceed 12 inches. The rate of creep under the 150 percent test load should not exceed 0.1 inch over a 15 minute period in order for the anchor to be approved for the design loading.

After a satisfactory test, each anchor should be locked-off at the design load. This should be verified by rechecking the load in the anchor. The load should be within 10 percent of the design load. Where satisfactory tests are not attained, the anchor diameter and/or length should be increased or additional anchors be installed until satisfactory test results are obtained. The installation and testing of the anchors should be observed by a representative of this firm. Minor caving during drilling of the anchors should be anticipated.

Raker Braces

The proposed soldier piles may be laterally supported by raker braces supported by temporary footings, or dead-men. Temporary footings inclined at an angle of 45 degrees to the horizontal may be designed for an allowable bearing value of 1500 psf. To utilize this allowable bearing pressure, the inclined footings should be a minimum of 24 inches in width, and should be embedded a minimum of 24 inches below the lowest adjacent grade. An increase of 300 pounds per square foot may be utilized for each additional foot of width.

Deflection

It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized that some deflection will occur. The maximum deflection shall not exceed one-half inch (1/2) inch at the top of the shored embankment where a structure is within 1:1 (h:v) 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 (h:v) plane projected up from the base of excavation. It is estimated that the deflection could be on the order of one half inch at the top of the shored embankment. If greater deflection occurs during construction, additional bracing may be necessary to minimize settlement of adjacent buildings and utilities in adjacent streets and alleys. If desired to reduce the deflection, a greater active pressure could be used in the shoring design. Where internal bracing is used, the rakers should be tightly wedged to minimize deflection. The proper installation of the raker braces and the wedging will be critical to the performance of the shoring.

Monitoring

Because of the depth of the excavation, some mean of monitoring the performance of the shoring system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected soldier piles. Also, some means of periodically checking the load on selected anchors will be necessary, where applicable.

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Shoring Observations

It is critical that the installation of shoring is observed by a representative of this office. Many building officials require that shoring installation should be performed during the continuous observations of the geotechnical engineer. The observations are made so that modifications of the recommendations can be made if variations in the earth material or groundwater conditions occur. Also the observations will allow for a report to be prepared on the installation of shoring for the use of the local building official.

Excavations Maintenance – Erosion Control

The following recommendations should be considered a part of the excavation/erosion control plan for the subject site and are intended to supplement, but not supersede nor limit the erosion control plans produced by the Project Civil Engineer and/or Qualified SWPPP Developer. These recommendations should be implemented during periods required by the Building Code (typically between the months of October and April) or at any time of the year prior to a predicted rain event. Consideration should also be given to potential local sources of water/runoff such as existing drainage pipes or irrigation systems that remain in operation during construction activities.

Open Excavations:

All open excavations shall be protected from inclement weather, including areas above and at the toe of the excavation. This is required to keep the excavations from becoming saturated. Saturation of the excavation may result in a relaxation of the soils which may result in failures. Water/runoff should be diverted away from the excavation and not be allowed to flow over the excavation in a concentrated manner.

Open Trenches/Foundation Excavations:

No water should be allowed to pond adjacent to or flow into open trenches. All open trenches shall be covered with plastic sheeting that is anchored with sandbags. Areas around the trenches should be sloped away from the trenches to prevent water runoff from flowing into or ponding adjacent to the trenches.

After the inclement weather has ceased, the excavations shall be reviewed by the project geotechnical engineer and geologist for safety prior to recommencement of work. Foundation excavations that remain open during inclement weather shall be reviewed by the project geotechnical engineer and geologist prior to the placement of steel and concrete to ensure that proper embedment and contact with the bearing material have been maintained.

Grading In Progress:

During the inclement time of the year, or during periods prior to the onset of rain, all fill that has been spread and is awaiting compaction shall be compacted before stopping work for the day or before stopping work because of inclement weather. These fills, once compacted, shall have the surface sloped to drain to one area where water may be removed.

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Additionally, it is suggested that all stock-piled fill materials be covered with plastic sheeting. This action will reduce the potential for the moisture content of the fill from becoming too high for compaction. If the fill stockpile is not covered during inclement weather, then aerating the fill to reduce the moisture content would be required. This action is generally very time consuming and may result in construction delays.

Work may recommence, after the rain event, once the site has been reviewed by the project geotechnical engineer.

Retaining Walls

Retaining walls should be designed to resist an active earth pressure such as that exerted by compacted backfill. Retaining walls up to (15) feet in height may be designed per the following table. The 'active' pressure assumes that the wall will be allowed to deflect 0.01H to 0.02H. Basement walls and other walls where horizontal movement is restricted at the top or not allowed to deflect shall be designed for at-rest pressure.

Surface Slope of Retained Material Horizontal to Vertical	Active Equivalent Fluid Weight p.c.f.	At-Rest Pressure Fluid Weight p.c.f.
Level	50	65

In addition to lateral earth pressure, these retaining walls should be designed to resist the surcharge imposed by the proposed structures, footings, any adjacent buildings, or by adjacent traffic surcharge, per the attached figures 11 and 12 obtained from the Naval Facilities Engineering Command, Design Manual 7.02 (Foundation and Earth Structures, pages 74 & 75).

The wall pressure stated assumes that the wall has been backfilled as outlined below with a permanent drainage system. Proper compaction of the backfill is recommended to provide lateral support to adjacent properties. Even with proper compaction of required backfill, settlement of the backfill may occur. Accordingly, utility lines, footings, slabs, or falsework should be planned and designed to accommodate potential settlement.

Walls to be backfilled must be reviewed by the project Geotechnical Engineer prior to commencement of the backfilling operation.

1. Adequate permanent drainage is required behind the wall to minimize the buildup of hydrostatic pressures. A perforated pipe, with perforations placed down, shall be installed at the base of the wall footing. The pipe shall be encased in at least one foot (1') of three-quarter inch (3/4") gravel. The pipe shall exit from behind the retaining wall and drain to a location approved by the architect or civil engineer.

   As an alternative to the perforated pipe system, the drainage system may consist of rock pockets. The rock pockets should consist of a 1'x1'x1' of ¾" gravel spaced at a maximum of 8' on center. The weep hole pipe through the wall at each rock pocket should be a minimum 4" diameter. Where space does not permit a 1'x1'x1' gravel pocket (such as where space behind the wall is less than 12") the thickness of the gravel pocket may be reduced to

minimum of 4” provided that H’xW’X4”>1 cubic foot. A request for modification may be required by the City of Los Angeles for gravel pockets with the reduced thickness.

If a drainage system is not provided the walls should be designed to resist an external hydrostatic pressure due to water in addition to the lateral earth pressure in Retaining Wall section. The entire wall should be design for full hydrostatic pressure based on a water level at the ground surface. In addition, floors would need to be designed for hydrostatic uplift and waterproofed.

2. A continuous vertical drain, consisting of a gravel blanket six inches (6") thick or geotextile vertical drainage system, shall be placed along the back side of the wall to within 2 feet of the ground surface.
3. Water and moisture affecting retaining walls is a common post-construction complaint. Poorly applied or omitted waterproofing can lead to standing water inside the building or efflorescence on the wall.

   It is recommended that the retaining walls be waterproofed. Waterproofing design and inspection of installation is not the responsibility of the geotechnical engineer. GeoConcepts, Inc. does not practice in the field of water and moisture vapor transmission evaluation/mitigation. Therefore, we recommend that a qualified person/firm be engaged/consulted to evaluate the general and specific water and moisture vapor transmission paths and any impact on the proposed development. This person/firm should provide recommendations for mitigation of potential adverse impact of water and moisture vapor transmission on various components of the structure as deemed necessary. The actual waterproofing design shall be provided by the architect, structural engineer or contractor with experience in waterproofing.
4. After the wall backdrain system has been placed and the waterproofing installed, fill may be placed, if sufficient room allows, in layers not exceeding four inches (4") in thickness and compacted to 90 percent of the maximum density, as determined by ASTM D 1557. Where cohesionless soil having less than (15) percent finer than (0.005) millimeters is used for fill, the fill material shall be compacted to a minimum of (95) percent of the maximum dry density.
5. Where space does not permit compaction of material behind the wall (<24 inches wide), a granular backfill shall be used. This granular backfill shall consist of one-half inch (1/2") to three-quarter inch (3/4") crushed rock and should be densified by tamping into place. The crushed rock backfill should not exceed a depth of ten feet.
6. All granular free-draining wall backfills shall be capped with a clayey compacted soil within the upper two feet (2') of the wall backfill. This compacted material should start below the required wall freeboard.

Lateral Earth Pressure Due to Earth Motion

Retaining walls should be designed to resist an active earth pressure due to earth motion, if required by the building official, distributed as a triangle pressure. Retaining walls up to (15) feet in height may be designed per the following table. The seismic equivalent fluid pressure is in addition to static earth pressures.

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The seismic loading is based on a horizontal acceleration coefficient of ½ of 2/3 PGA_M = 0.3.

Surface Slope of Retained Material Horizontal to Vertical	Seismically Induced Earth Pressure - Equivalent Fluid Weight (p.c.f.)
Level	10

Slabs on Grade

Slabs on grade should be reinforced with minimum #4 reinforcing bars, placed at (16) inches on center each way and supported on alluvium. Provisions for cracks should be incorporated into the design and construction of the foundation system, slabs, and proposed floor coverings. Concrete slabs should have sufficient control joints spaced at a maximum of approximately 8 feet.
It is recommended that a vapor retarder/waterproofing be placed below the concrete slab on grade. Vapor/moisture transmission through slabs does occur and can impact various components of the structure.

Vapor retarder/waterproofing design and inspection of installation is not the responsibility of the geotechnical engineer (most often the responsibility of the architect). GeoConcepts, Inc. does not practice in the field of water and moisture vapor transmission evaluation/mitigation. Therefore, we recommend that a qualified person/firm be engaged/consulted to evaluate the general and specific water and moisture vapor transmission paths and any impact on the proposed development. This person/firm should provide recommendations for mitigation of potential adverse impact of water and moisture vapor transmission on various components of the structure as deemed necessary. The actual waterproofing design shall be provided by the architect, structural engineer or contractor with experience in waterproofing

In order to promote good building practices and alert the rest of the design/construction team of some of the appropriate standards and expert recommendations pertaining to vapor barriers/retarders, the waterproofing designer should consider recommending and citing specific performance characteristics. The following paragraph includes some of the standards and expert recommendations and should be considered for use waterproofing designer own recommendations:

Vapor barrier shall consist of a minimum 15 mil extruded polyolefin plastic (no recycled content or woven materials permitted). Permeance as tested before and after mandatory conditions (ASTM E 1745 Section 7.1 and Sub-Paragraph 7.1.1-7.1.5): less than 0.01 perms [grains/(ft^2-hr-inHg)] and comply with the ASTM E 1745 Class A requirements. Install vapor barrier according to ASTM E1643, including proper perimeter seal. Basis of design: Stego Wrap Vapor Barrier 15 mil and Stego Crete Claw Tape (perimeter seal tape). Approved Alternatives: Vaporguard by Reef Industries, Sundance 15 mil Vapor Barrier by Sundance Inc.

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Decking

Exterior decking slabs on grade should be reinforced with minimum #4 reinforcing bars, placed at (16) inches on center each way and supported on alluvium. Provisions for cracks should be incorporated into the design and construction of the decking. Concrete slabs should have sufficient control joints spaced at a maximum of approximately 8 feet. Decking planned adjacent to lawns, planters or adjacent to descending slopes should be provided with a 12-inch thickened edge. The deck reinforcement should be bent down into the edge. These recommendations are considered minimums unless superseded by the project structural engineer.

REVIEWS

Plan Review and Plan Notes

The final grading, building, and/or structural plans shall be reviewed and approved by the consultants to ensure that all recommendations are incorporated into the design or shown as notes on the plan.

The final plans should reflect the following:

1. The Preliminary Geotechnical Engineering Investigation by GeoConcepts, Inc. is a part of the plans.

2. Plans must be reviewed and signed by GeoConcepts, Inc.

3. The project geotechnical engineer must review all grading.

4. The project geotechnical engineer shall review all foundations.

Construction Review

Reviews will be required to verify all geotechnical work. It is required that all footing excavations, seepage pits, and grading be reviewed by this office. This office should be notified at least **two working days** in advance of any field reviews so that staff personnel may be made available.

The property owner should take an active role in project safety by assigning responsibility and authority to individuals qualified in appropriate construction safety principles and practices. Generally, site safety should be assigned to the general contractor or construction manager that is in control of the site and has the required expertise, which includes but not limited to construction means, methods and safety precautions.

LIMITATIONS

General

This report is intended to be used only in its entirety. No portion or section of the report, by itself, is designed to completely represent any aspect of the project described herein. If any

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reader requires additional information or has questions regarding this report, GeoConcepts, Inc. should be contacted.

Subsurface conditions were interpreted on the basis of our field explorations and past experience. Although, between exploratory excavations, subsurface earth materials may vary in type, strength and many other properties from those interpreted. The findings, conclusions and recommendations presented herein are for the soil conditions encountered in the specific locations. Earth materials and conditions immediately adjacent to, or beneath those observed may have different characteristics, such as, earth type, physical properties and strength. Other soil conditions due to non-uniformity of the soil conditions or manmade alterations may be revealed during construction. If subsurface conditions differ from those encountered in the described exploration, this office should be advised immediately so that further recommendations may be made if required. If it is desired to minimize the possibility of such changes, additional explorations and testing can/should be performed.

Findings, conclusions and recommendations presented herein are based on experience and background. Therefore, findings, conclusions and recommendations are professional opinions and are not meant to indicate a control of nature.

This preliminary report provides information regarding the findings on the subject property. It is not designed to provide a guarantee that the site will be free of hazards in the future, such as but not limited to, landslides, slippage, liquefaction, expansive soils, differential settlement, debris flows, seepage, concentrated drainage or flooding. It may not be possible to eliminate all hazards, but homeowners must maintain their property and improve deficiencies to minimize these hazards.

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CONSTRUCTION NOTICE

Construction can be challenging. GeoConcepts, Inc. has provided this report to advise you of the general site conditions, geotechnical feasibility of the proposed project, and overall site stability. It must be understood that the professional opinions provided herein are based upon subsurface data, laboratory testing, analyses, and interpretation thereof. Recommendations contained herein are based upon surface reconnaissance and minimum subsurface explorations deemed suitable by your consultants.

Although quantities for foundation concrete and steel may be estimated based on the findings provided in this report, provision should be made for possible changes in quantities during construction. If it is desired to minimize the possibility of such changes, additional exploration and testing should be considered. However, you must be aware that depths and magnitudes will most likely vary between explorations given in the report.

DRAFT

We appreciate the opportunity of serving you on this project. If you have any questions concerning this report, please contact the undersigned.

Respectfully submitted,
GEOCONCEPTS, INC.

Raffi Dermendjian
Project Engineer
PE C. 88261
RD/HU: 22-02119-1

Distribution: (3) Addressee

DRAFT

APPENDIX I

SITE INFORMATION

Location Map
Groundwater Map
Regional Geologic Map
USGS Fault Map
Earthquake Zone Map

Plot Map
Cross Sections

Field Exploration
Borings 1 through 2

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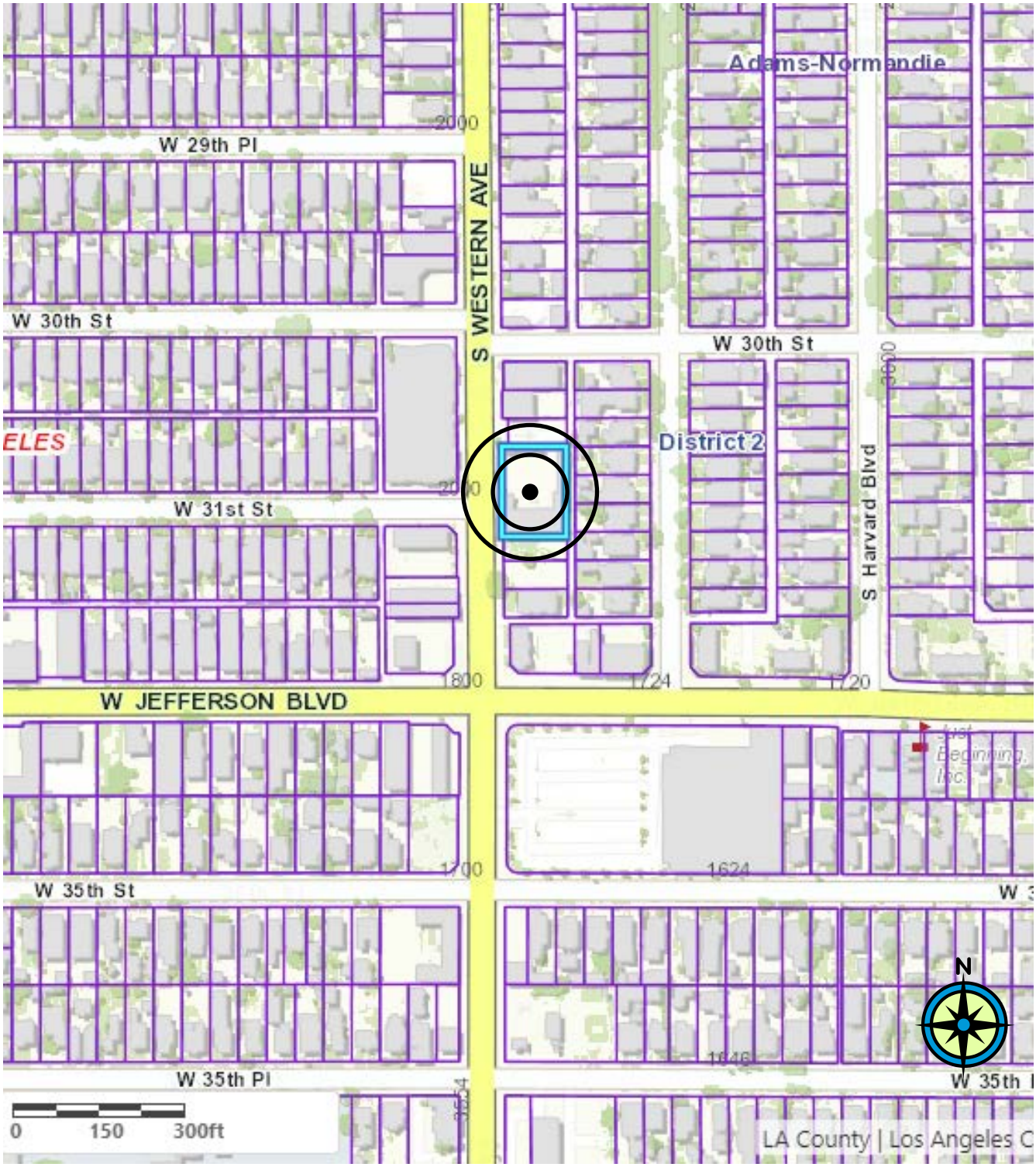
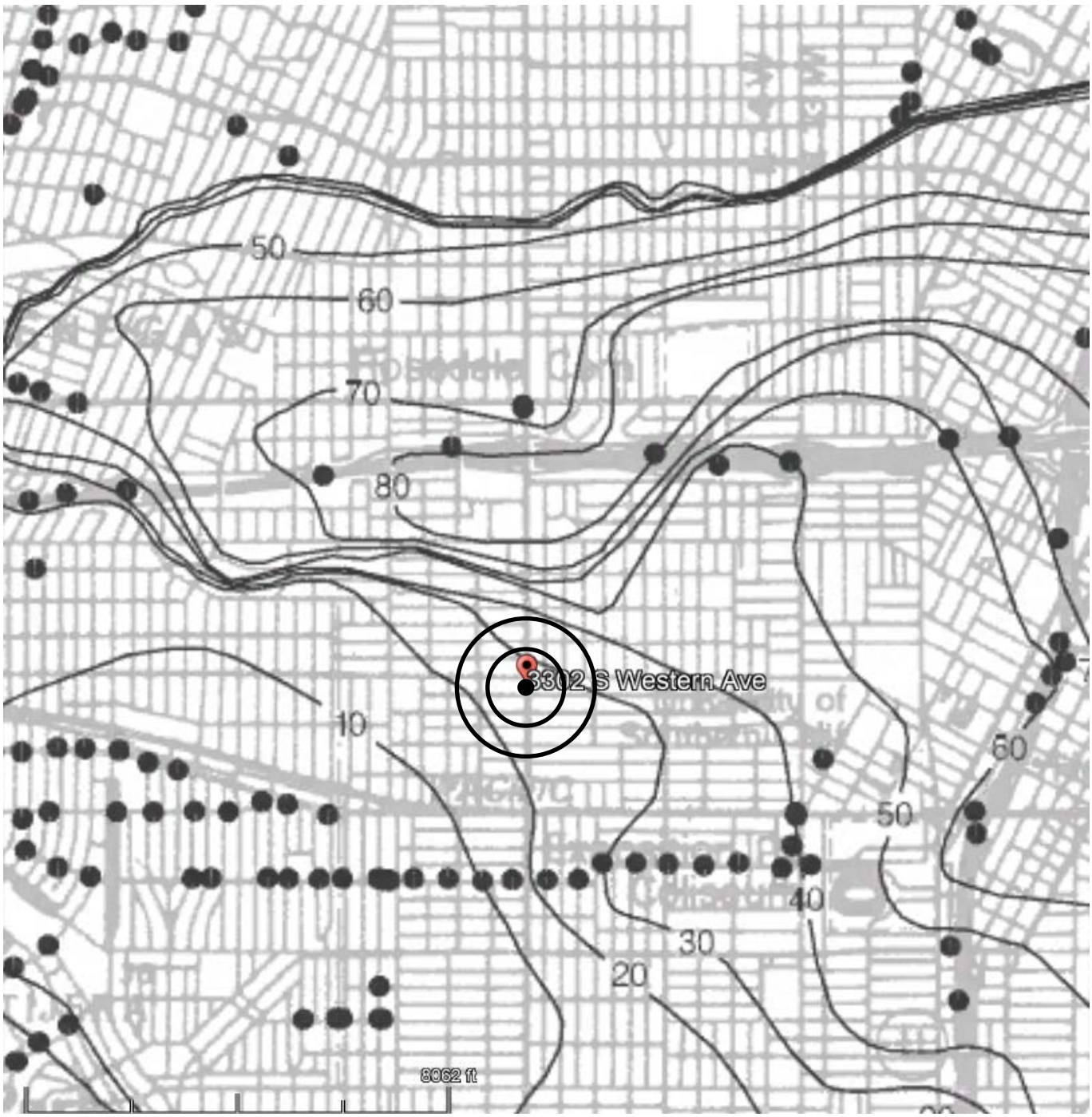
LOCATION MAP



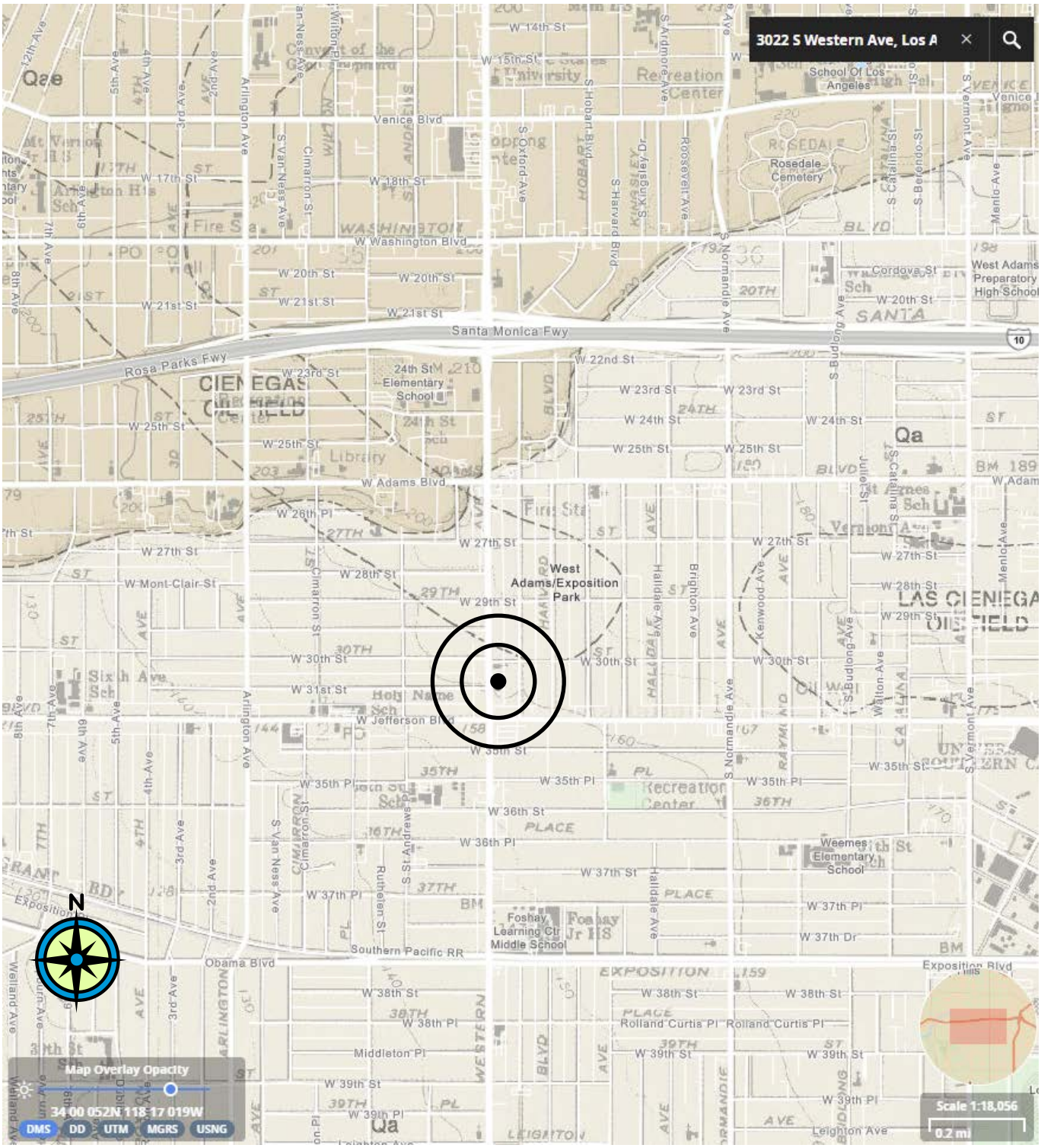
Reference:	GIS-NET Public https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public	Scale: As Shown

GROUNDWATER MAP



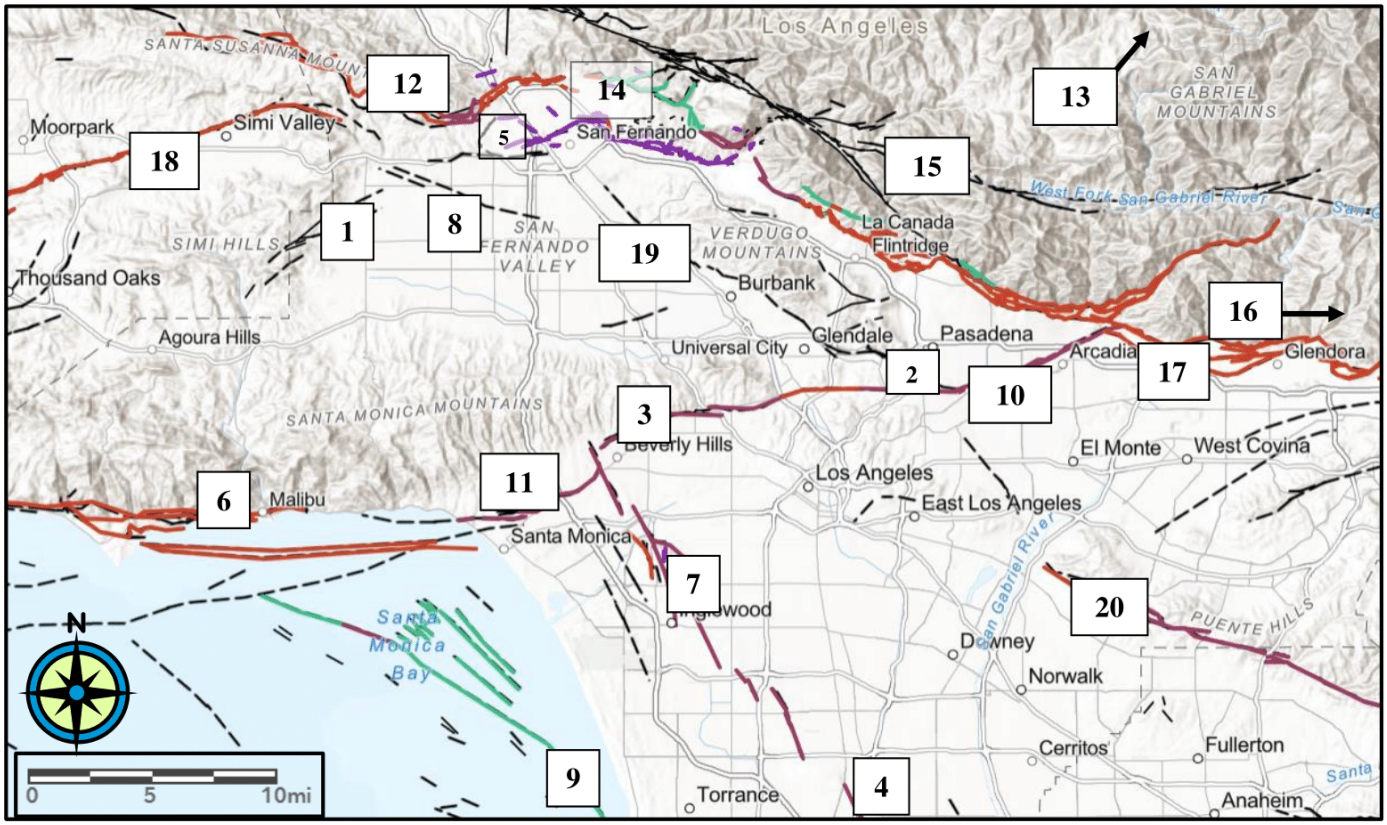
Reference:	State of California Seismic Hazard Report, Hollywood Quadrangle	Scale: As Shown

REGIONAL GEOLOGIC MAP



Reference:	Dibblee; Geologic Map of the Hollywood Quadrangle	Scale: As Shown

USGS FAULT MAP



Historic High Magnitude Quaternary Fault Activity

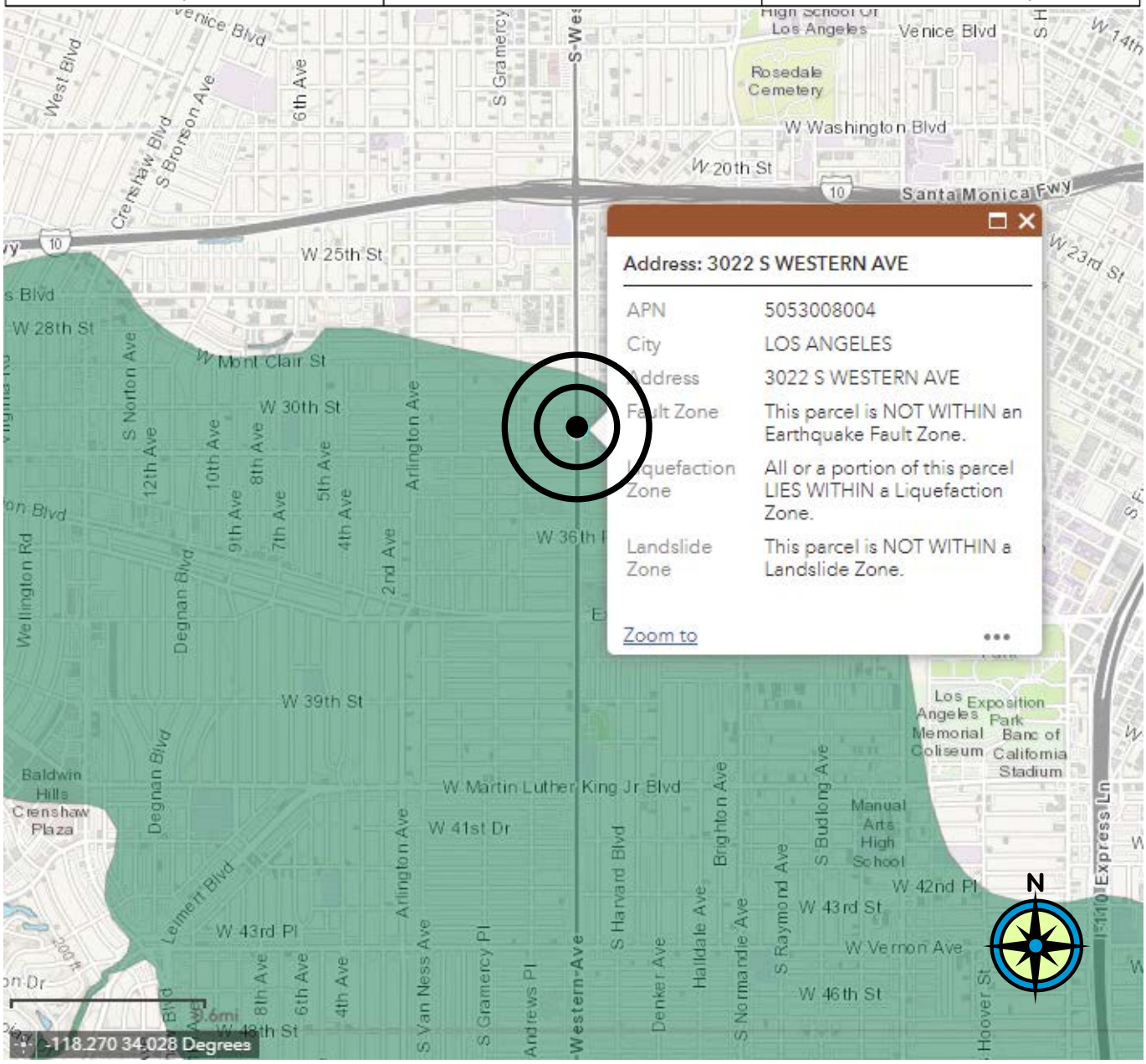
- Approximate Location
- > 1.6 million years
- > 750,000 years
- > 130,000 years
- > 15,000 years
- > 150 years
- Class B*
- Unknown

1	Chatsworth fault	11	Santa Monica fault
2	Eagle Rock fault	12	Santa Susana fault
3	Hollywood fault	13	San Andreas fault
4	Los Alamitos fault	14	San Fernando fault zone
5	Mission Hills fault	15	San Gabriel fault zone
6	Malibu Coast fault	16	San Jacinto fault
7	Newport Inglewood fault zone	17	Sierra Madre fault zone
8	Northridge Hills fault	18	Simi fault
9	Palos Verdes fault zone	19	Verdugo fault
10	Raymond fault	20	Whittier fault

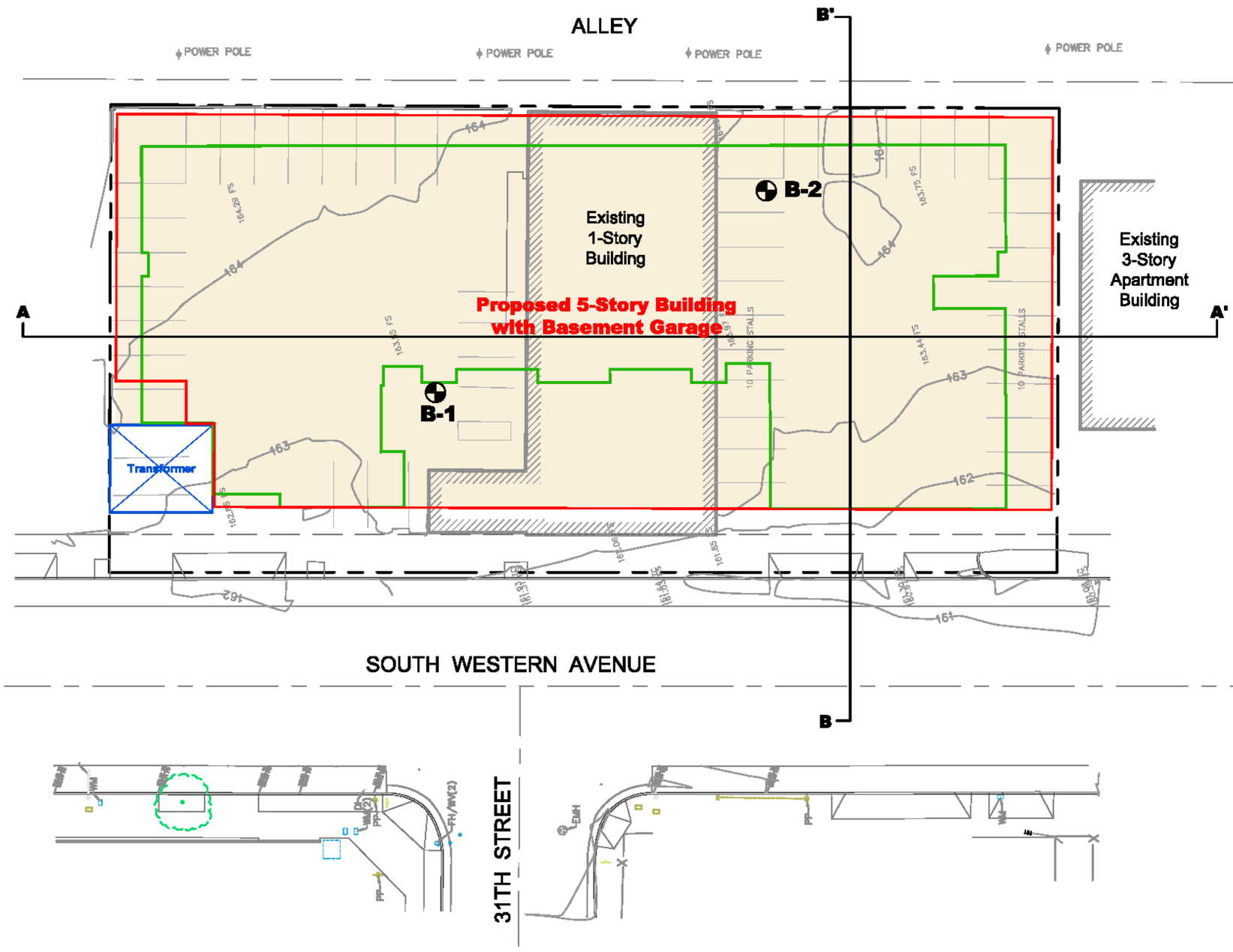
Reference:	https://www.arcgis.com/home/webmap/viewer.html Esri, USGS | Esri, HERE, Garmin, FAO, NOAA, USGS, EPA	Scale: As Shown

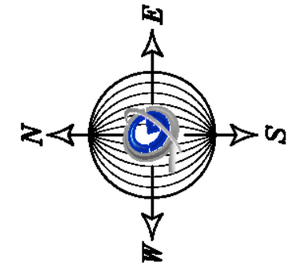
EARTHQUAKE ZONE MAP

Earthquake Induced Landslide Zones	Liquefaction Zones	Earthquake Fault Zones
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resource Code Section 2693(c) would be required.	Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.	These features delineate areas where surface fault rupture previously has occurred, or where local topographic, geological, and geotechnical conditions indicate a potential for permanent ground displacements such that mitigation by avoidance as stated in Public Resources Code Section 2621.5 would be required.



Reference:	California Geological Survey, Seismic Hazard Map https://maps.conservation.ca.gov/cgs/DataViewer/index.html	Scale: As Shown





KEY:

- BASEMENT
- FIRST FLOOR
- SECOND TO 5TH FLOORS

Explanation	
B-?	Location of Borings
B — B'	Line of Cross Section

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Ph (818) 994-8895 | Fax (818) 994-8599 | www.GeoConceptsInc.com

Description:

Plot Map

Base Map Provided By:

NADEL

Project Address:

3022 South Western Avenue
Los Angeles, California

Date: Sept. 2022

Scale: 1" = 30'

Job No. 22-02119

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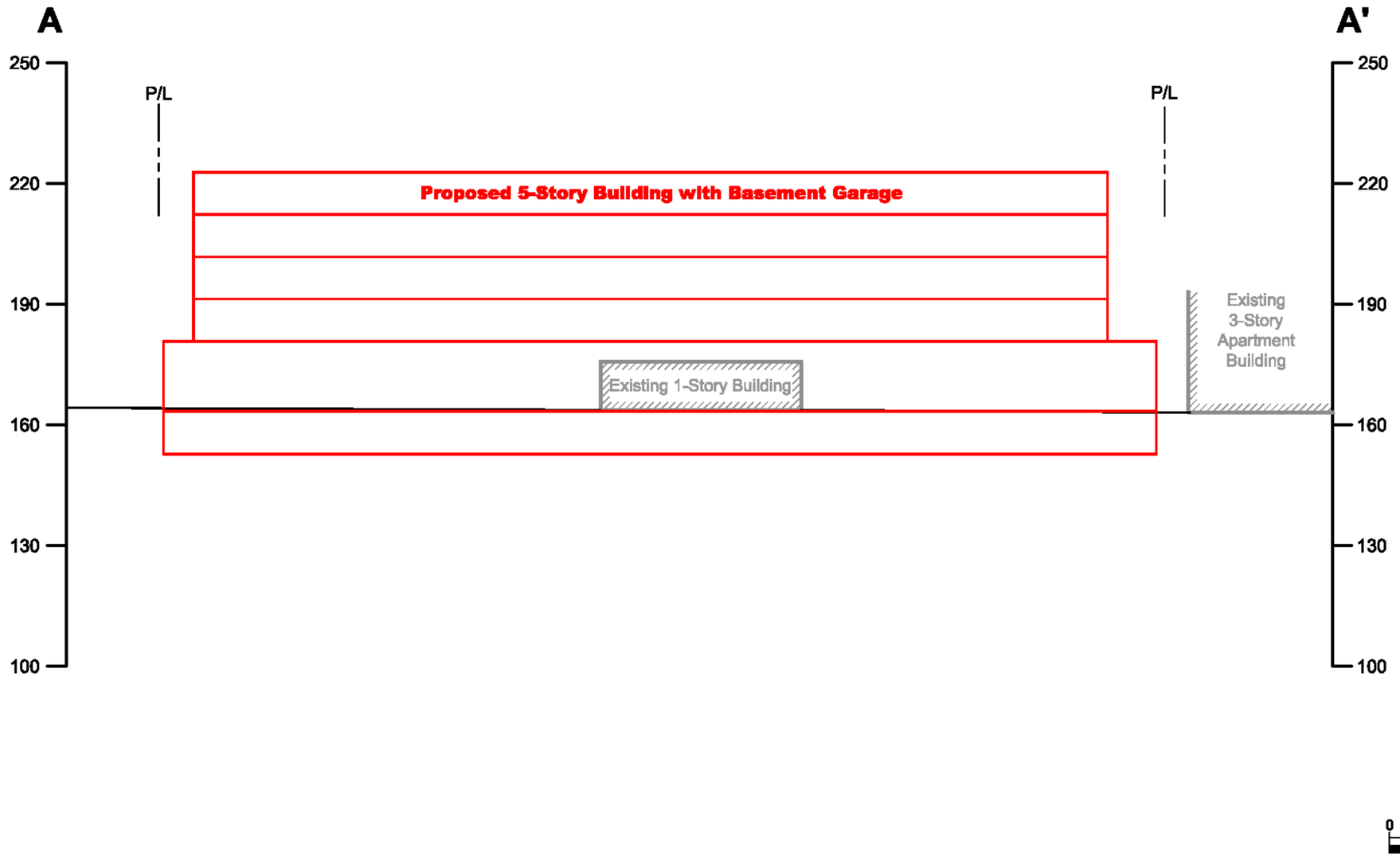

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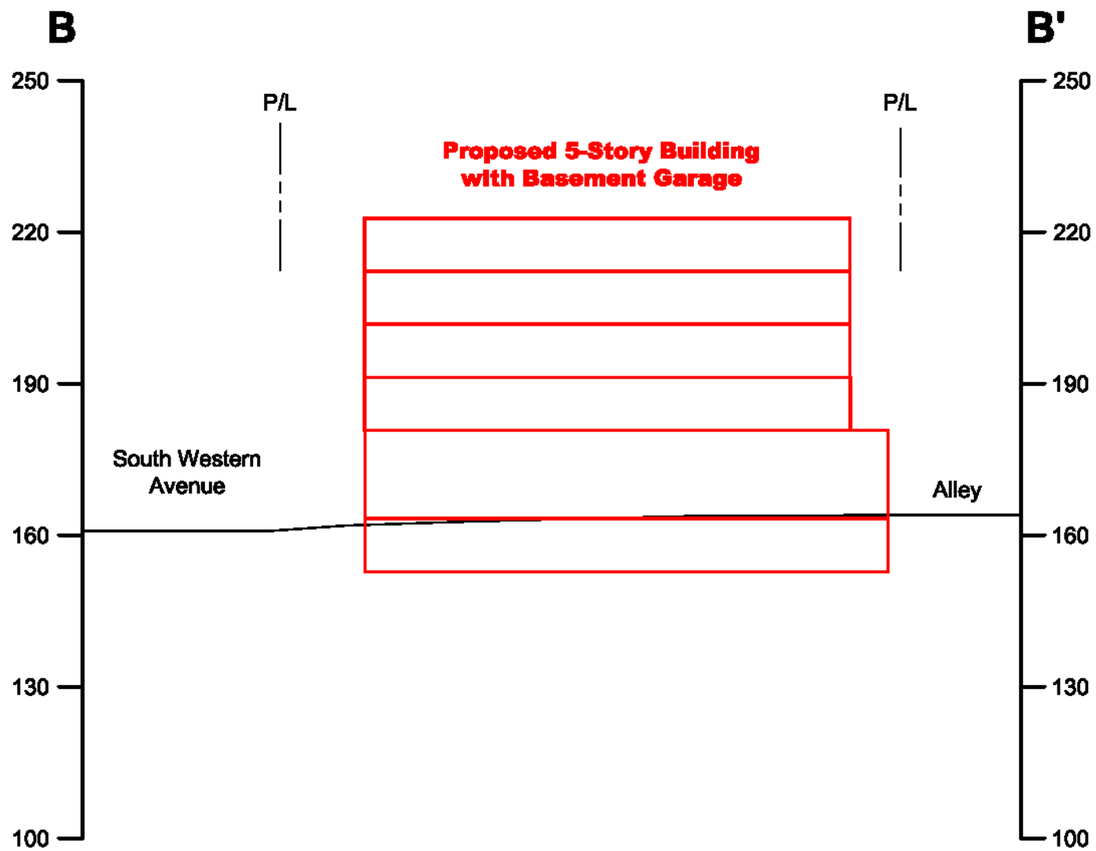

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Cross Section B-B'

Project Address:

3022 South Western Avenue
Los Angeles, California

Date: Sept. 2022

Scale: 1" = 30'

Job No. 22-02119

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BORING: B-1

ADDRESS: 3022 South Western Ave | PROJECT NO.: 22-02119

DATE LOGGED: July 22, 2022 | LOGGED BY: HU

ATTITUDES (b - bedding, j - joint, s - shear, f - fault)	WATER CONTENT, %	UNIT DRY WEIGHT, PCF	BLOWS/FOOT	SAMPLES	DEPTH, FT	GRAPHIC LOG	DESCRIPTION
					0		0.0' - 0.25' **ASPHALT**
	8	118	17				0.25' - 0.67' **ARTIFICIAL FILL; Af,** sand with minor gravel, grayish brown, slightly moist, medium grained
			23		5		
@ 7.5' 50 blows for 6"	3	126	50				0.67' - 75.0' **ALLUVIUM; Qal,**
@ 10.0' 50 blows for 2"			50		10		2.5' - 15.0' sand, orange tan to medium brown, slightly moist, coarse to very coarse grained, white gravels and rocks up to 1.5 inches in length
@ 15.0' 50 blows for 5"	7	113	50		15		15.0' - 35.0' silty sand to sand with minor silt, medium olive brown, slightly moist, medium to fine grained, minor orange oxidation
			69		20		
@ 25.0' 50 blows for 5"	3	124	50		25		@ 25.0 isolated layer of sand, medium brown, slightly moist, medium to coarse grained
			50		30		
@ 35.0' 50 blow for 6"	15	103	50		35		35.0' - 40.0' silt, medium olive brown, slightly moist, fine to very fine grained
			49		40		40.0' - 50.0' sand, tan, slightly moist, coarse to very coarse grained, firm
@ 45.0' 50 blows for 6"	3	115	50		45		
			45		50		50.0' - 60.0' sand with silt to silty sand, medium olive brown, slightly moist, medium to very fine grained, slightly cohesive, firm
@ 55.0' 50 blows for 6"	4	119	50		55		
			67		60		60.0' - 75.0' sand, tan to medium orange brown, slightly moist, medium to coarse grained
@ 65.0' 50 blows for 6"	3	120	50		65		
@ 70.0' 50 blows for 5"			50		70		
@ 75.0' 50 blows for 3"	3	119	50		75		Total Depth: 75.0 Feet No Groundwater 8 Inch Hollow Stem Auger with Autohammer
					80		

BORING: B-2

ADDRESS: 3022 South Western Ave | PROJECT NO.: 22-02119

DATE LOGGED: July 22, 2022 | LOGGED BY: HU

ATTITUDES (b - bedding, j - joint, s - shear, f - fault)	WATER CONTENT, %	UNIT DRY WEIGHT, PCF	BLOWS/FOOT	SAMPLES	DEPTH, FT	GRAPHIC LOG	DESCRIPTION
							0.0' - 0.25' **ASPHALT**
			15		5		0.25' - 0.67' **ARTIFICIAL FILL; Af,** sand with minor gravel, grayish brown, slightly moist, medium grained
	4	116	36				0.67' - 20.0' sand, tan to medium orange brown, slightly moist, coarse to very coarse grained, gravel fragments and rocks up to 1.0 inches in length
			33		10		
	2	119	62				
			64		15		
@ 20.0' 50 blows for 3"	0	108	50		20		20.0' - 40.0' sand, tan to light gray, slightly moist, medium to fine grained
			61		25		
@ 30.0' 50 blow for 3"	3	116	50		30		
@ 35.0' 50 blows for 2"	6	114	50		35		
@ 40.0' 50 blows for 6"	3	117	50		40		Total Depth: 40.0 Feet No Groundwater 8 Inch Hollow Stem Auger with Autohammer
@ 65.0' 50 blows for 6"					45		
@ 70.0' 50 blows for 5"					50		
@ 75.0' 50 blows for 3"					55		
					60		
					65		
					70		
					75		
					80		

APPENDIX II

LABORATORY TESTING

Laboratory Procedures

Laboratory Recapitulation 1
Laboratory Recapitulation 2

Figures S.1 through S.4
Figures C.1 through C.6

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LABORATORY PROCEDURES

Laboratory testing was performed on samples obtained as outlined in the Field Exploration section of this report. All samples were sent to the laboratory for examination, testing in general conformance to specified test methods, and classification, using the Unified Soil Classification System and group symbol.

Moisture and Density Tests

The dry unit weight and moisture content of the undisturbed samples were determined. The results are tabulated in the Laboratory Recapitulation - Table 1.

Shear Tests

Direct single-shear tests were performed with a direct shear machine. The desired normal load is applied to the specimen and allowed to come to equilibrium. The rate of deflection on the sample is approximately 0.005 inches per minute. The samples are tested at higher and/or lower normal loads in order to determine the angle of internal friction and the cohesion. The results are plotted on the Shear Test Diagrams and the results tabulated in the Laboratory Recapitulation - Table 1.

Consolidation

Consolidation tests were performed on samples, within the brass ring, to predict the soils behavior under a specific load. Porous stones are placed in contact with top and bottom of the samples to permit to allow the addition or release of water. Loads are applied in several increments and the results are recorded at selected time intervals. Samples are tested at field and increased moisture content. The results are plotted on the Consolidation Test Curve and the load at which the water is added as noted on the drawing.

Grain Size Analysis

Sieve
A group of sieves is assembled with a solid collecting pan at the bottom. The sample is placed in top sieve. The assembly is placed in the sieve shaker. Upon completion of the sieving operation the weight of the material retained on each is determined.

pH (CTM 643)

A sample of dry soil and distilled water are placed in a flask and allowed to stand for approximately an hour to stabilize. The pH is measured using a pH meter that has been compensated for temperature. The results are tabulated in the Laboratory Recapitulation - Table 2.

Minimum Resistivity (CTM 643)

The electrical resistivity of each soil specimen is conducted in a two-stage process using the soil box method. The first stage measures the resistivity of the soil in its as-received condition and the second stage records the value after saturation with distilled water. The results are tabulated in the Laboratory Recapitulation - Table 2.

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Chloride Content (CTM 422)

A sample of dry soil is mixed with distilled water and allowed to stand overnight. The top aliquot of the sample is mixed with chloride indicator and titrated over silver nitrate solution. The chloride content is determined by the difference of the volumes required to complete titration. The results are tabulated in the Laboratory Recapitulation - Table 2.

Sulfate Content (CTM 417)

A sample of dry soil is mixed with distilled water and allowed to stand overnight. The top aliquot is mixed with distilled water and a conditioning agent. The solution is then placed in a photometer and the value recorded. The process is repeated with the addition of barium chloride. The sulfate content is determined by the difference of the photometer readings. The results are tabulated in the Laboratory Recapitulation - Table 2.

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LABORATORY RECAPITULATION 1 PROJECT: 3022 South Western Ave PROJECT NO.: 22-02119						
Exploration	**Depth (ft)**	**Material**	**Dry Density In Situ (P.C.F.)**	**Moisture Content (%)**	**Cohesion (K.S.F.)**	**Friction Angle (degree)**
B-1	1	Qal				
B-1	2.5	Qal	118.1	8.3	0.1	33
B-1	5	Qal				
B-1	7.5	Qal	126.2	3.4		
B-1	10	Qal				
B-1	15	Qal	113.3	6.7		
B-1	20	Qal				
B-1	25	Qal	124.3	2.7	0.025	32
B-1	30	Qal				
B-1	35	Qal	103.1	15.4		
B-1	40	Qal				
B-1	45	Qal	115.2	2.9		
B-1	50	Qal				
B-1	55	Qal	119.4	3.8		
B-1	60	Qal				
B-1	65	Qal	120.4	2.7		
B-1	70	Qal				
B-1	75	Qal	119.1	3.1		
B-2	2.5	Qal				
B-2	5	Qal	115.6	4.2		
B-2	7.5	Qal				
B-2	10	Qal	119.1	2.4	0.2	34
B-2	15	Qal				
B-2	20	Qal	108.4	0.5	0.1	33
B-2	25	Qal				
B-2	30	Qal	116.3	2.7		
B-2	35	Qal	114.4	5.7		
B-2	40	Qal	117	2.8		

LABORATORY RECAPITULATION 2 PROJECT: 3022 South Western Ave PROJECT NO.: 22-02119						
Exploration	**Depth (ft)**	**pH**	**As-Is Soil Resistivity (ohm-cm)**	**Minimum Soil Resistivity (ohm-cm)**	**Chloride (%)**	**Sulphate (%)**
B-1	1	7.32	320000	3500	0.003	0.012
B-1	10	7.28	65000	10300	0.005	0.002

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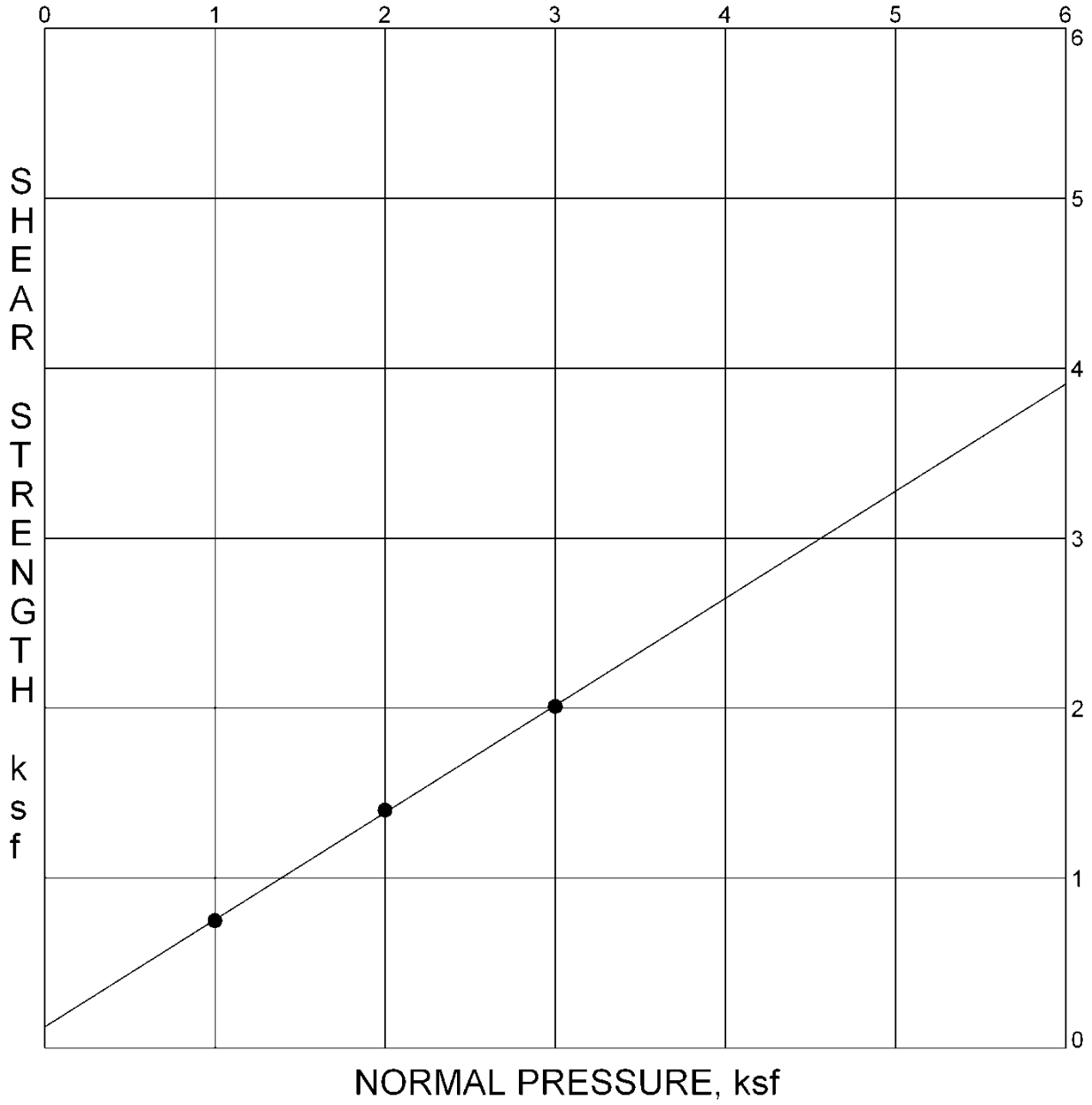
PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-1 @ 2.5
DESCRIPTION: Qal



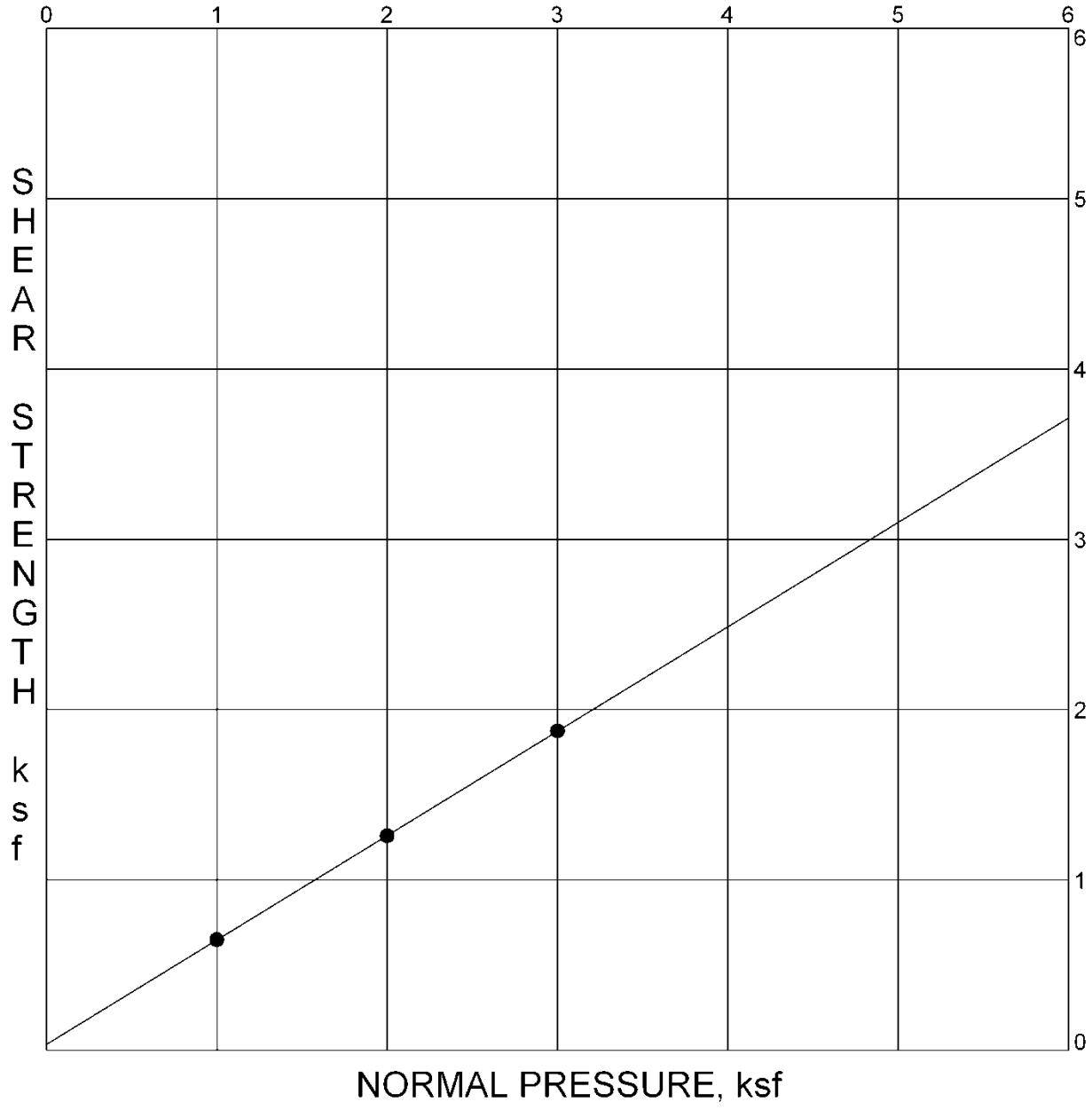
Test Results

Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 8.3	Dry Density: 118.1	Phi (deg): 33.0
Saturated: 15.8		Cohesion (ksf): 0.100

SHEAR TEST DIAGRAM

Figure S.1

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-1 @ 25.0
DESCRIPTION: Qal



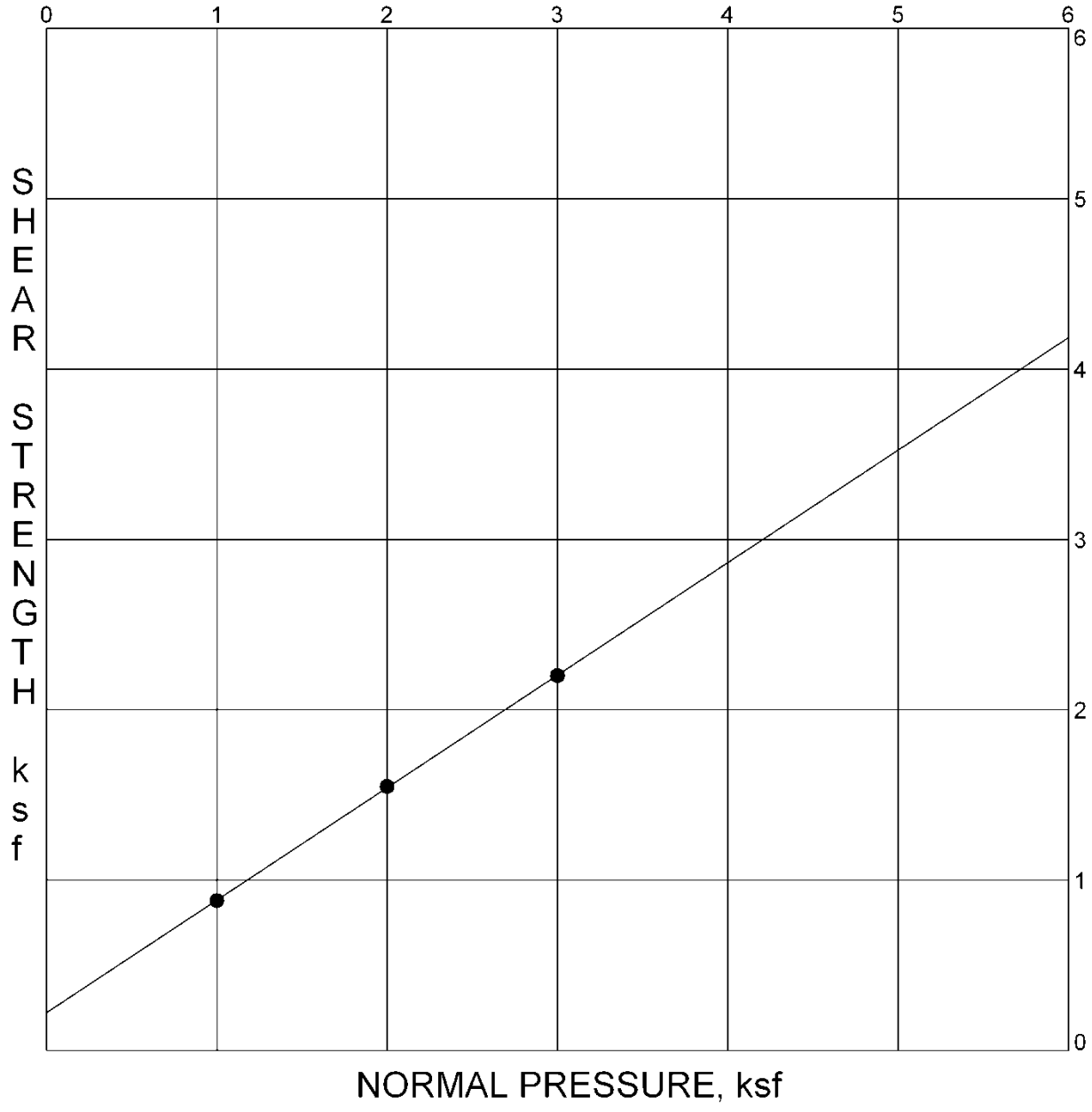
Test Results

Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 2.7	Dry Density: 124.3	Phi (deg): 32.0
Saturated: 13.1		Cohesion (ksf): 0.025

SHEAR TEST DIAGRAM

Figure S.2

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-2 @ 10.0
DESCRIPTION: Qal



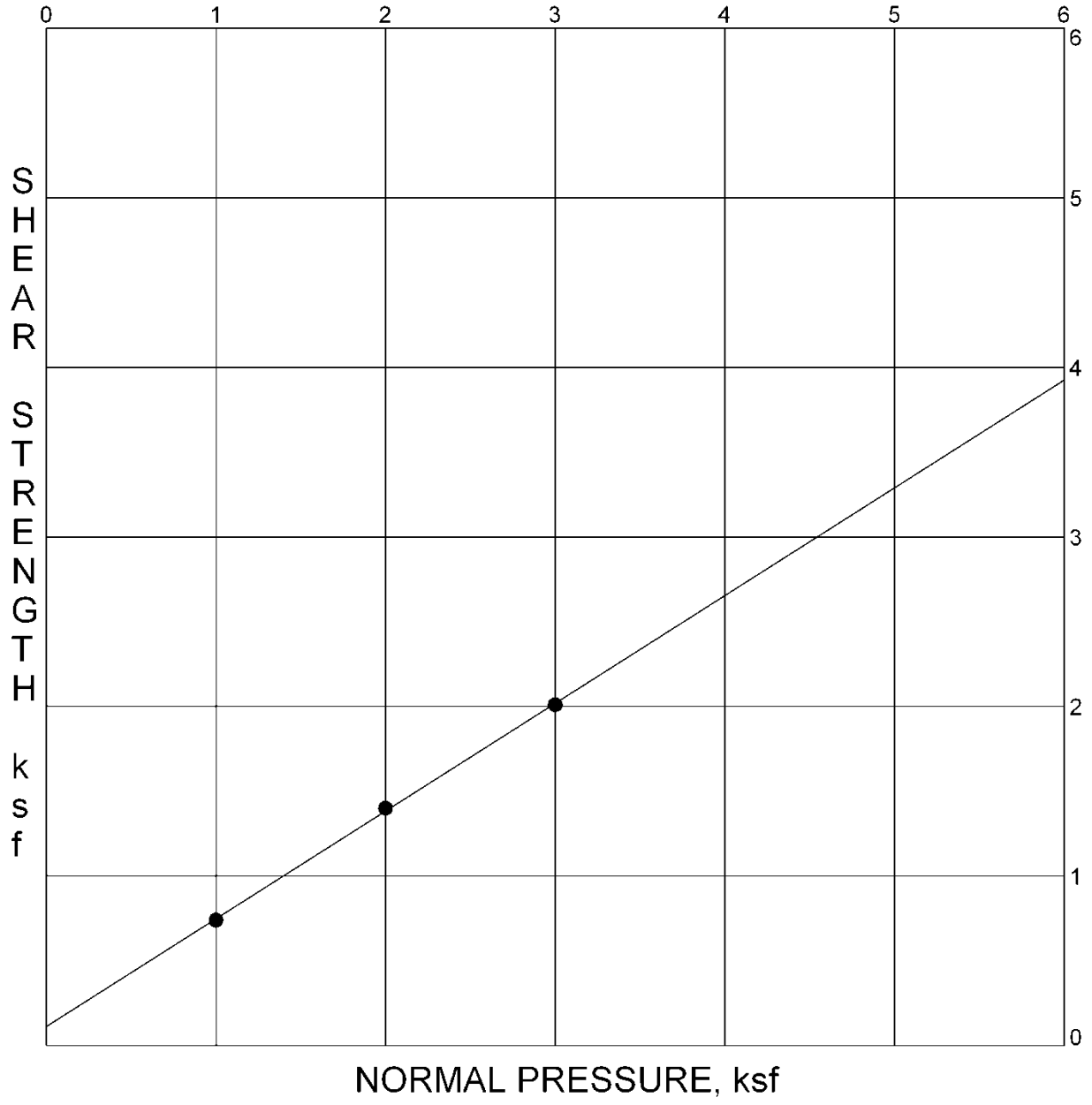
Test Results

Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 2.4	Dry Density: 119.1	Phi (deg): 34.0
Saturated: 15.3		Cohesion (ksf): 0.200

SHEAR TEST DIAGRAM

Figure S.3

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-2 @ 20.0
DESCRIPTION: Qal



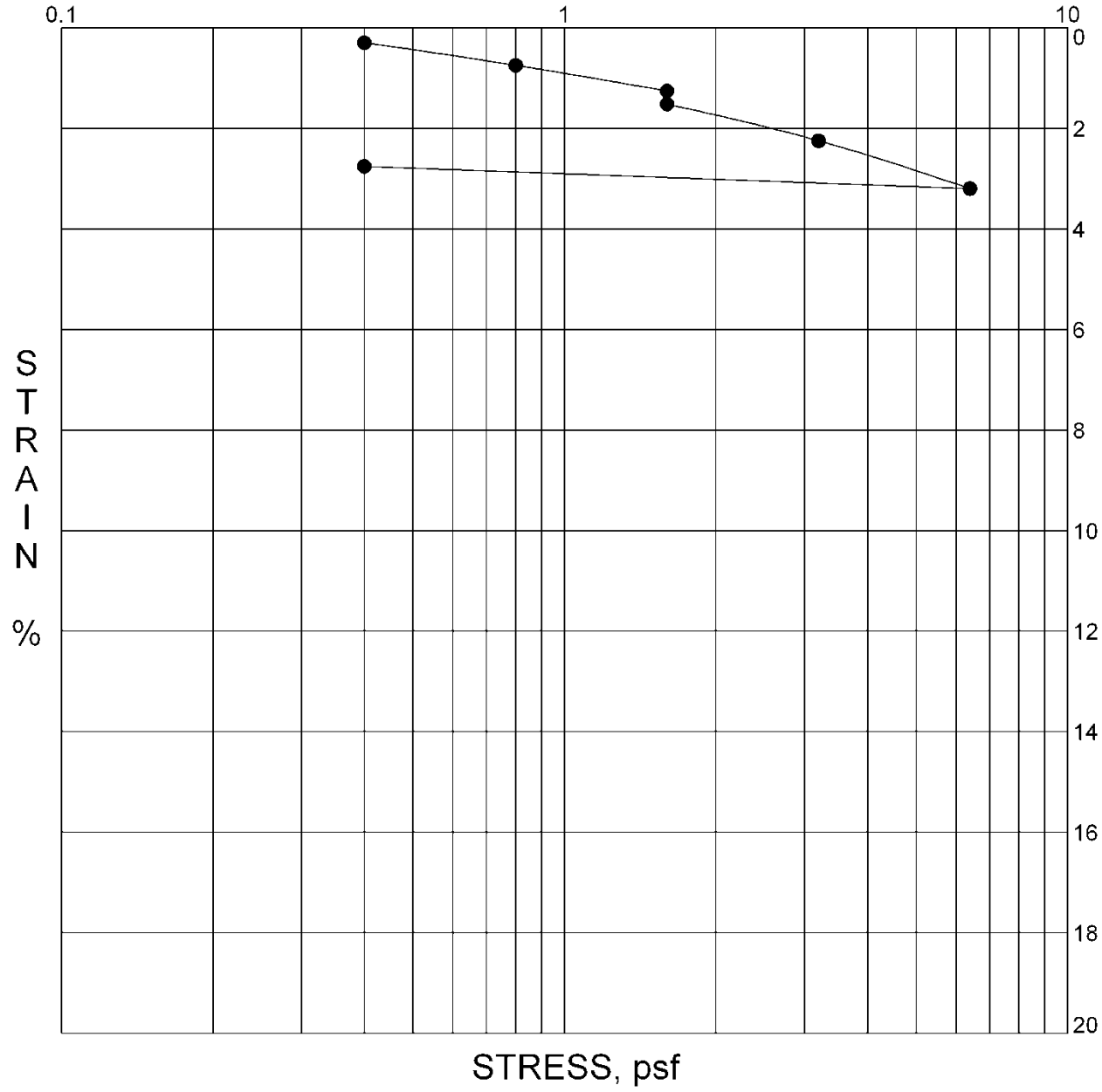
Test Results

Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 0.5	Dry Density: 108.4	Phi (deg): 33.0
Saturated: 20.5		Cohesion (ksf): 0.100

SHEAR TEST DIAGRAM

Figure S.4

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-1 @ 25.0
DESCRIPTION: Qal



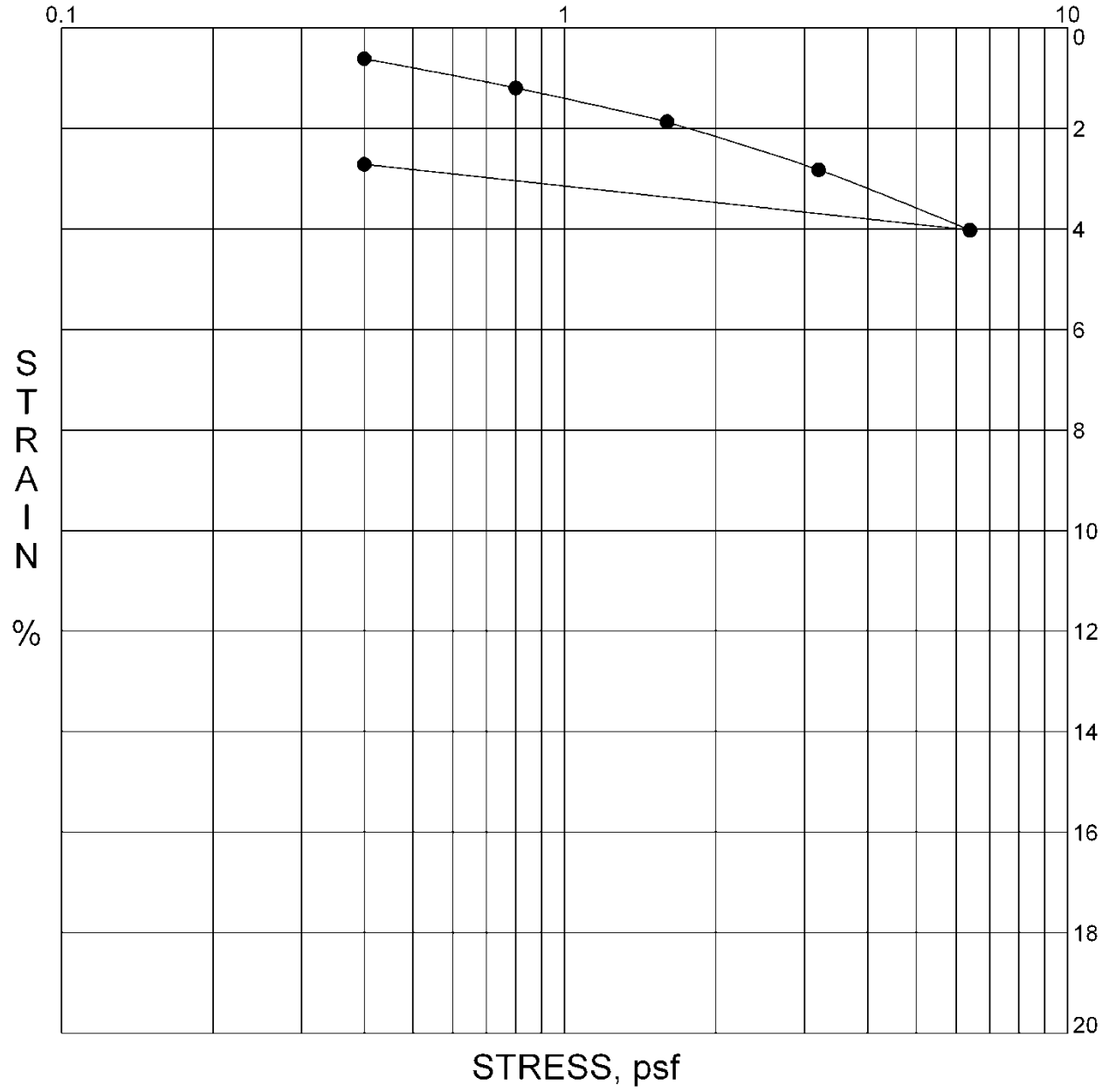
Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 2.7	Dry Density: 124.3	**1600 lbs.**

CONSOLIDATION TEST DIAGRAM

Figure C.1

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-1 @ 35.0
DESCRIPTION: Qal



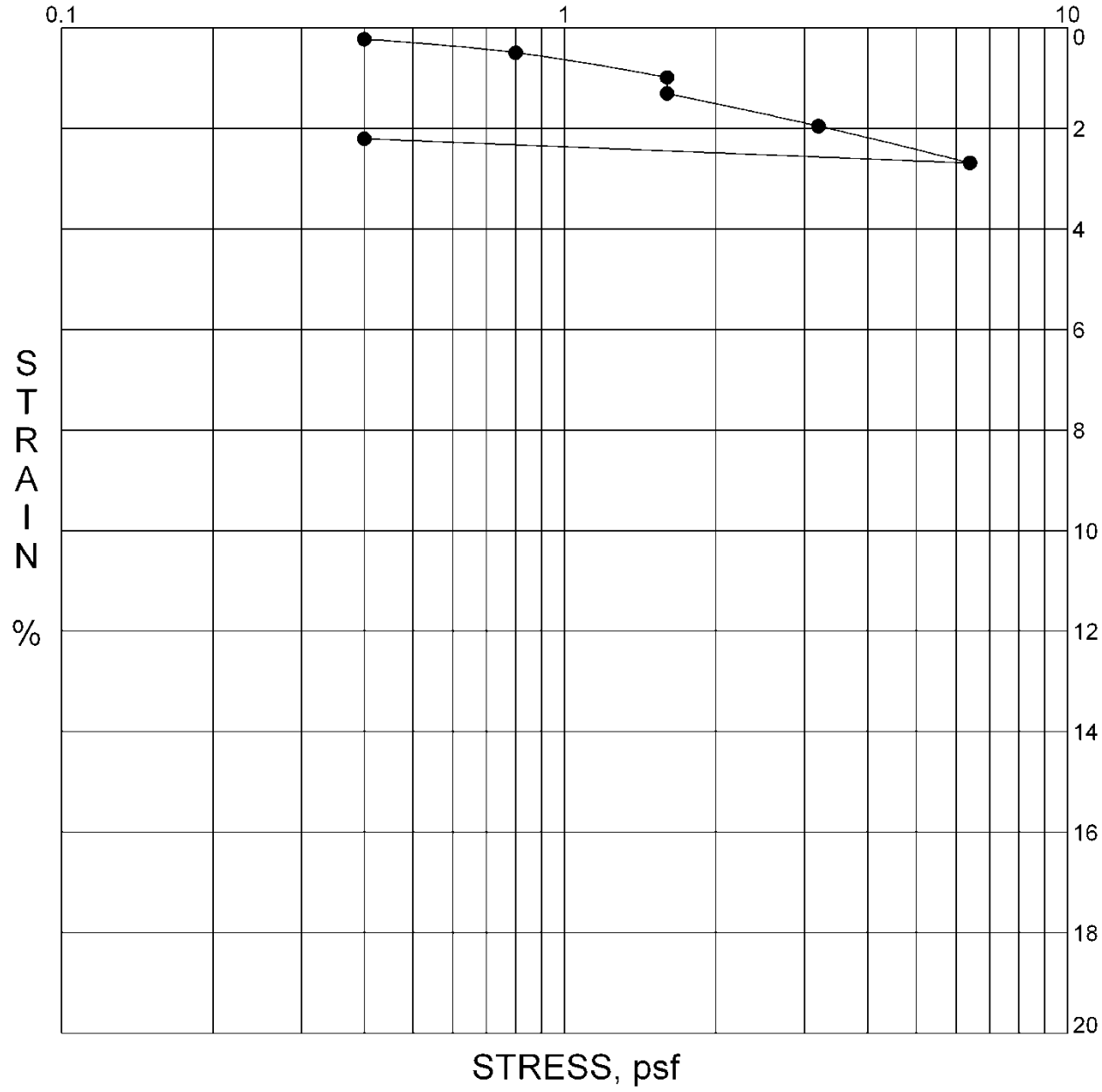
Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 15.4	Dry Density: 103.1	**1600 lbs.**

CONSOLIDATION TEST DIAGRAM

Figure C.2

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-2 @ 20.0
DESCRIPTION: Qal



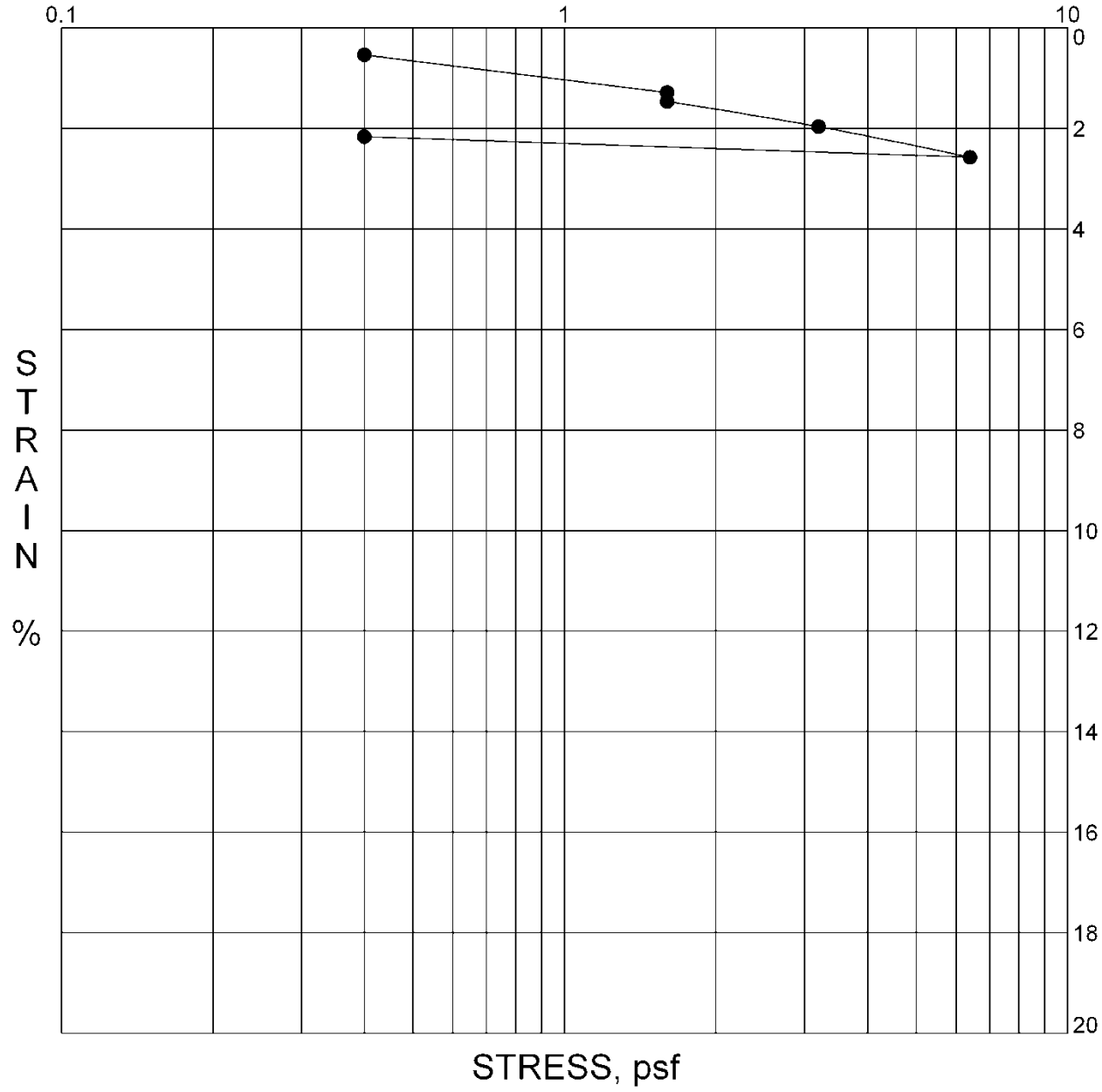
Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 0.5	Dry Density: 108.4	**1600 lbs.**

CONSOLIDATION TEST DIAGRAM

Figure C.3

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-2 @ 30.0
DESCRIPTION: Qal



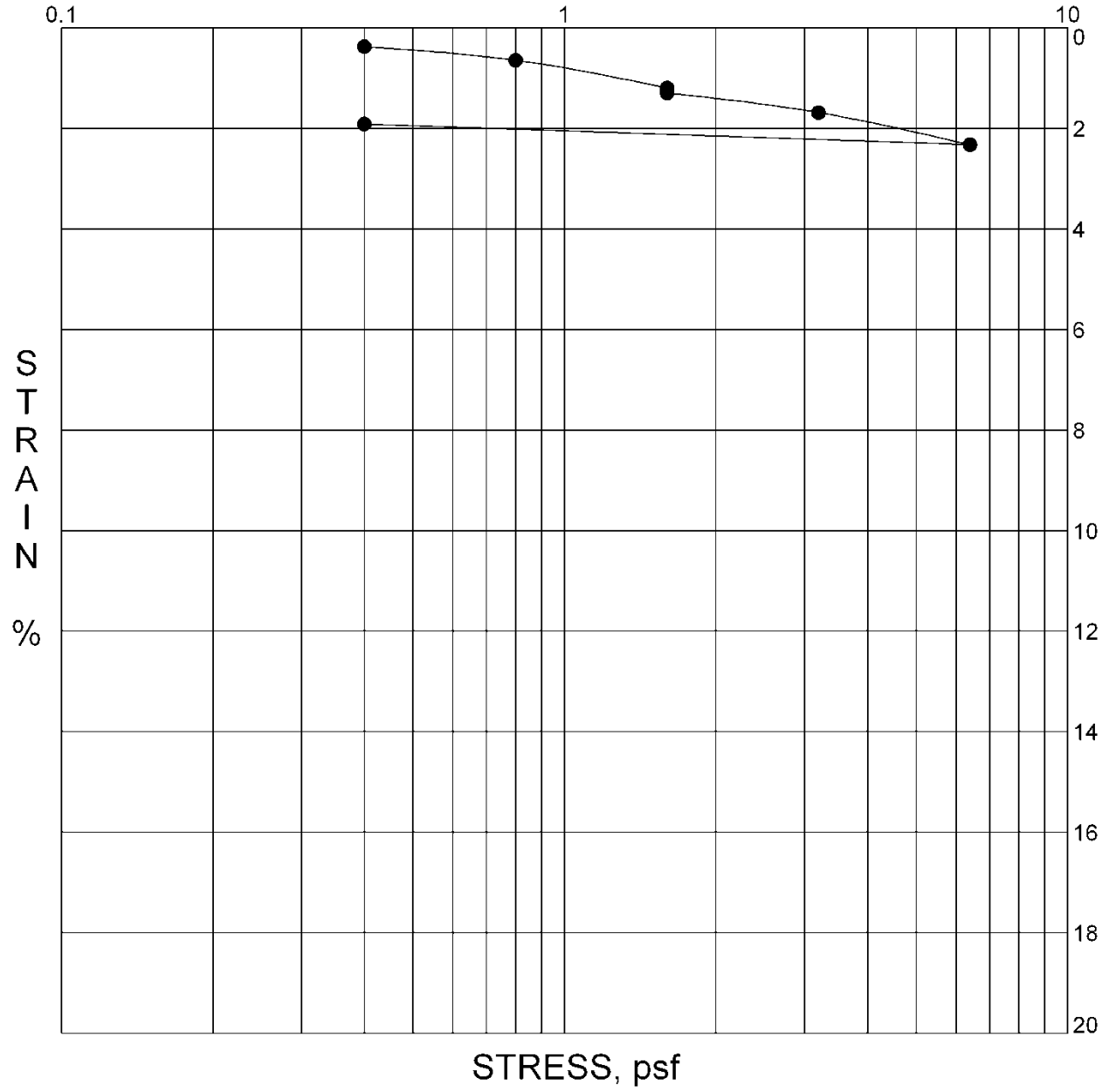
Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 2.7	Dry Density: 116.3	**1600 lbs.**

CONSOLIDATION TEST DIAGRAM

Figure C.4

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-2 @ 35.0
DESCRIPTION: Qal



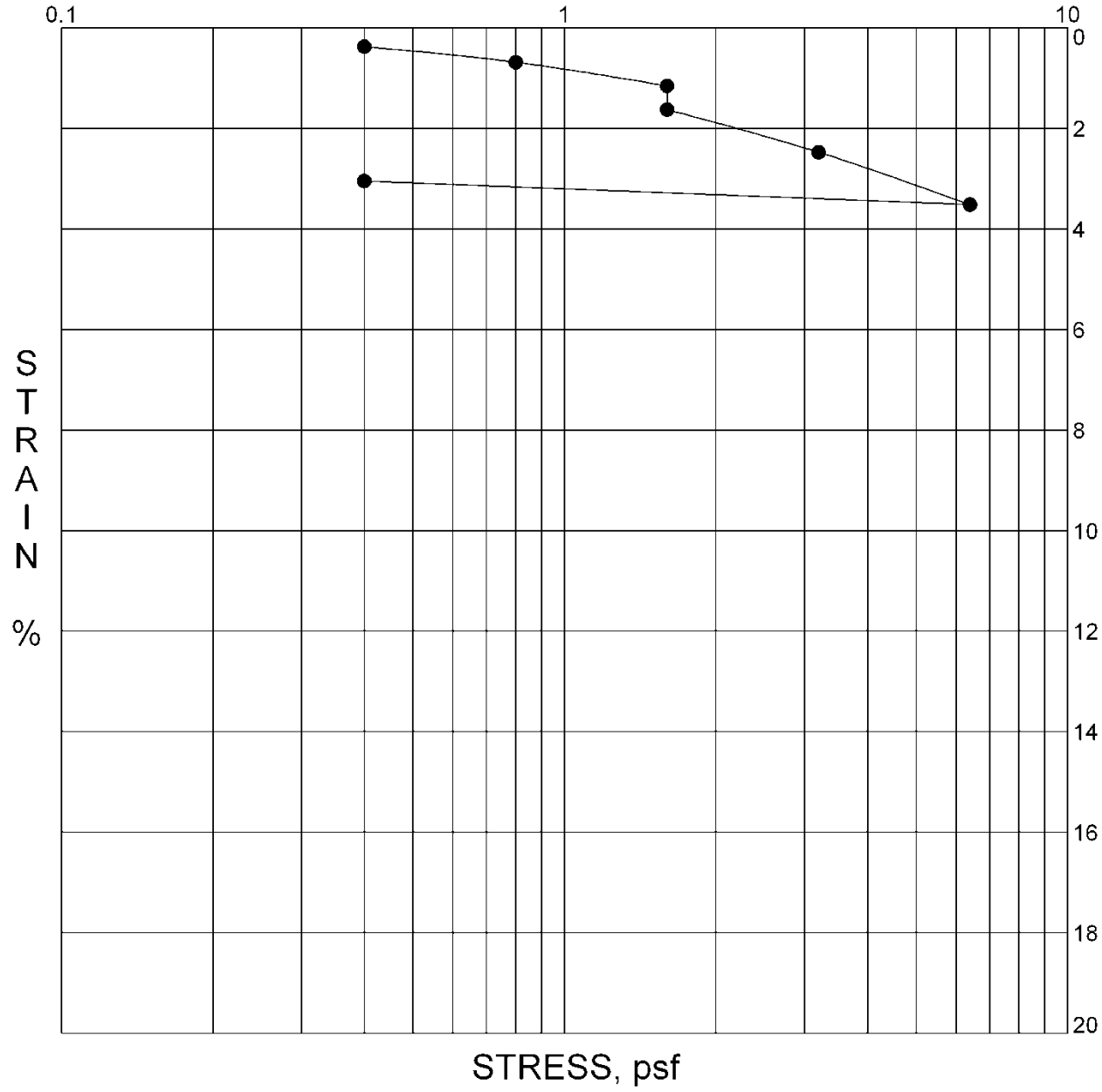
Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 5.7	Dry Density: 114.4	**1600 lbs.**

CONSOLIDATION TEST DIAGRAM

Figure C.5

PROJECT LOCATION: 3022 South Western Ave
PROJECT NO.: 22-02119
SAMPLE LOCATION: B-2 @ 40.0
DESCRIPTION: Qal



Test Results

Moisture Content (%)	Density (pcf)	Water Added At
Insitu: 2.8	Dry Density: 117.0	**1600 lbs.**

CONSOLIDATION TEST DIAGRAM

Figure C.6

APPENDIX III

ANALYSES

Lateral Design

Liquefaction

Seismic Evaluation

DRAFT

Retaining Walls (15 Feet High with Level Backslope)

RETAINING WALL

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING WALLS. THE WALL HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. THE MONONOBE-OKABE METHOD USED TO CALCULATE SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Qal	WALL HEIGHT	15 feet
SHEAR DIAGRAM:	B-1@2.5	BACKSLOPE ANGLE:	0 degrees
COHESION:	100 psf	SURCHARGE:	0 pounds
PHI ANGLE:	33 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	140 pcf	INITIAL FAILURE ANGLE:	40 degrees
SAFETY FACTOR:	1.5	FINAL FAILURE ANGLE:	70 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK:	5 feet
CD (C/FS):	66.7 psf	FINAL TENSION CRACK:	40 feet

PHID = ATAN(TAN(PHI)/FS) = 23.4 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0 %g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 %g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	57	degrees
AREA OF TRIAL FAILURE WEDGE	72.6	square feet
TOTAL EXTERNAL SURCHARGE	0.0	pounds
WEIGHT OF TRIAL FAILURE WEDGE	10169.0	pounds
NUMBER OF TRIAL WEDGES ANALYZED	1116	trials
LENGTH OF FAILURE PLANE	16.5	feet
DEPTH OF TENSION CRACK	1.1	feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	9.0	feet
CALCULATED HORIZONTAL THRUST ON WALL	**5540.2**	**pounds**
CALCULATED EQUIVALENT FLUID PRESSURE	**49.2**	**pcf**
DESIGN EQUIVALENT FLUID PRESSURE		**pcf**

Seismic Retaining Walls (15 Feet High with Level Backslope)

RETAINING WALL

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING WALLS. THE WALL HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. THE MONONOBE-OKABE METHOD USED TO CALCULATE SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Qal	WALL HEIGHT	15 feet
SHEAR DIAGRAM:	B-1@2.5	BACKSLOPE ANGLE:	0 degrees
COHESION:	100 psf	SURCHARGE:	0 pounds
PHI ANGLE:	33 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	140 pcf	INITIAL FAILURE ANGLE:	40 degrees
SAFETY FACTOR:	1	FINAL FAILURE ANGLE:	70 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK:	5 feet
CD (C/FS):	100.0 psf	FINAL TENSION CRACK:	40 feet

PHID = ATAN(TAN(PHI)/FS) = 33.0 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0.3 %g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 %g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	48 degrees
AREA OF TRIAL FAILURE WEDGE	100.0 square feet
TOTAL EXTERNAL SURCHARGE	0.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	14005.0 pounds
NUMBER OF TRIAL WEDGES ANALYZED	1116 trials
LENGTH OF FAILURE PLANE	17.9 feet
DEPTH OF TENSION CRACK	1.7 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	12.0 feet
CALCULATED HORIZONTAL THRUST ON WALL	**6397.0 pounds**

At Rest Pressure for Retaining Walls

AT REST PRESSURE CALCULATION

CALCULATION PARAMETERS

EARTH MATERIAL:	Qal	COHESION:	100	psf
SHEAR DIAGRAM:	B-1@2.5	PHI ANGLE:	33	degrees
		DENSITY:	140	pcf

CALCULATED RESULTS

AT REST PRESSURE	64	pcf

CONCLUSIONS:

THE CALCULATED PRESSURE DUE TO AT REST CONDITIONS ARE PRESENTED IN THE TABLE.

Shoring Piles (15 Feet High with Level Backslope)

SHORING PILE

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING WALLS. THE WALL HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. THE MONONOBE-OKABE METHOD USED TO CALCULATE SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Qal	RETAINED LENGTH	15 feet
SHEAR DIAGRAM:	B-1@2.5	BACKSLOPE ANGLE:	0 degrees
COHESION:	100 psf	SURCHARGE:	0 pounds
PHI ANGLE:	33 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	130 pcf	INITIAL FAILURE ANGLE:	40 degrees
SAFETY FACTOR:	1.25	FINAL FAILURE ANGLE:	70 degrees
PILE FRICTION	0 degrees	INITIAL TENSION CRACK:	5 feet
CD (C/FS):	80.0 psf	FINAL TENSION CRACK:	40 feet

PHID = ATAN(TAN(PHI)/FS) = 27.5 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0 %g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 %g

CALCULATED RESULTS

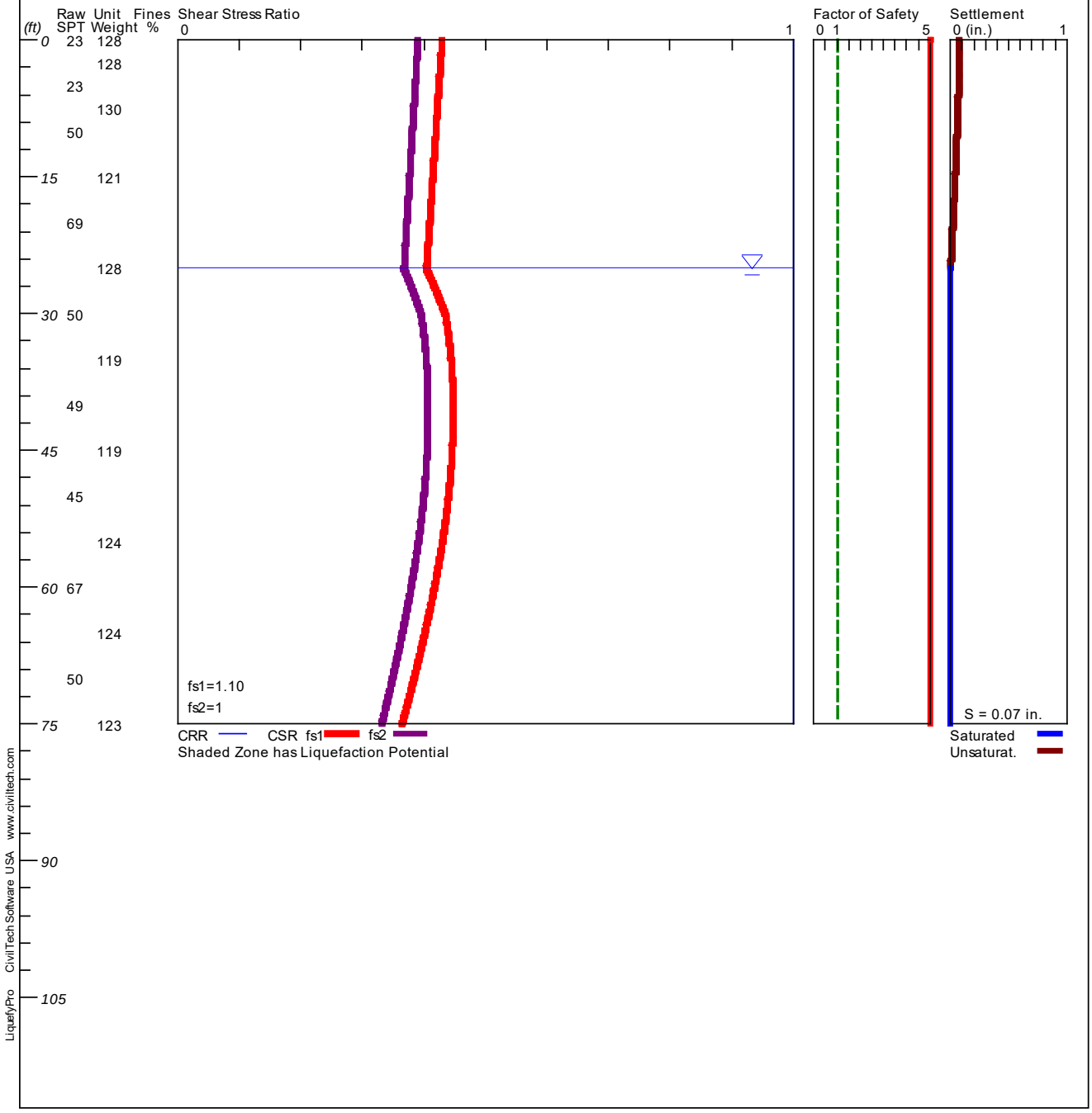
CRITICAL FAILURE ANGLE	58	degrees
AREA OF TRIAL FAILURE WEDGE	68.8	square feet
TOTAL EXTERNAL SURCHARGE	0.0	pounds
WEIGHT OF TRIAL FAILURE WEDGE	8942.6	pounds
NUMBER OF TRIAL WEDGES ANALYZED	1116	trials
LENGTH OF FAILURE PLANE	15.1	feet
DEPTH OF TENSION CRACK	2.2	feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	8.0	feet
CALCULATED THRUST ON PILE	**4033.0**	**pounds**
CALCULATED EQUIVALENT FLUID PRESSURE	**35.8**	**pcf**
DESIGN EQUIVALENT FLUID PRESSURE		**pcf**

LIQUEFACTION ANALYSIS

3022 South Western Avenue

Hole No.=B-1 Water Depth=25 ft

Magnitude=6.66
Acceleration=0.6g



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**********************************************************************************************
                                LIQUEFACTION ANALYSIS CALCULATION DETAILS
                                     Copyright by CivilTech Software
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**********************************************************************************************
       Font: Courier New, Regular, Size 8 is recommended for this report.
       Licensed to ,  9/8/2022       4:46:40 PM

       Input File Name: Z:\OUR DOCUMENTS\Liquefaction Analysis\22-02119 B-1.liq
       Title:  3022 South Western Avenue
       Subtitle:  22-02119

 Input Data:
       Surface Elev.=
       Hole No.=B-1
       Depth of Hole=75.00 ft
       Water Table during Earthquake= 25.00 ft
       Water Table during In-Situ Testing= 70.00 ft
       Max. Acceleration=0.6 g
       Earthquake Magnitude=6.66
       No-Liquefiable Soils:   CL, OL are Non-Liq. Soil
       1. SPT or BPT Calculation.
       2. Settlement Analysis Method: Ishihara / Yoshimine
       3. Fines Correction for Liquefaction: Stark/Olson et al.*
       4. Fine Correction for Settlement: During Liquefaction*
       5. Settlement Calculation in: All zones*
       6. Hammer Energy Ratio,                                  Ce = 1.25
       7. Borehole Diameter,                                     Cb= 1
       8. Sampling Method,                                      Cs= 1.2
       9. User request factor of safety (apply to CSR) ,   User= 1.1
          Plot two CSR (fs1=User, fs2=1)
       10. Average two input data between two Depths: Yes*
       * Recommended Options

       In-Situ Test Data:
       Depth   SPT     Gamma   Fines
       ft              pcf     %
       ____________________________________
       0.00    23.00   128.00  0.00
       2.50    23.00   128.00  0.00
       5.00    23.00   128.00  0.00
       7.50    23.00   130.00  0.00
       10.00   50.00   130.00  0.00
       12.50   50.00   130.00  0.00
       15.00   50.00   121.00  0.00
       17.50   50.00   121.00  0.00
       20.00   69.00   121.00  0.00
       22.50   69.00   121.00  0.00
       25.00   69.00   128.00  0.00
       27.50   69.00   128.00  0.00
       30.00   50.00   128.00  0.00
       32.50   50.00   128.00  0.00
       35.00   50.00   119.00  0.00
       37.50   50.00   119.00  0.00
       40.00   49.00   119.00  0.00
       42.50   49.00   119.00  0.00
       45.00   49.00   119.00  0.00
       47.50   49.00   119.00  0.00
       50.00   45.00   119.00  0.00
       52.50   45.00   119.00  0.00
       55.00   45.00   124.00  0.00
       57.50   45.00   124.00  0.00
       60.00   67.00   124.00  0.00
       62.50   67.00   124.00  0.00
       65.00   67.00   124.00  0.00
       67.50   67.00   124.00  0.00
       70.00   50.00   124.00  0.00
       72.50   50.00   124.00  0.00
       75.00   50.00   123.00  0.00
       ____________________________________
```

DRAFT

Output Results:
Calculation segment, dz=0.050 ft
User defined Print Interval, dp=2.00 ft

Peak Ground Acceleration (PGA), a_max = 0.60g

CSR Calculation:

Depth ft	gamma pcf	sigma atm	gamma' pcf	sigma' atm	rd	mZ g	a(z) g	CSR	x fs1	=CSRfs
0.00	128.00	0.000	128.00	0.000	1.00	0.000	0.600	0.39	1.10	0.43
2.00	128.00	0.121	128.00	0.121	1.00	0.000	0.600	0.39	1.10	0.43
4.00	128.00	0.242	128.00	0.242	0.99	0.000	0.600	0.39	1.10	0.42
6.00	128.80	0.363	128.80	0.363	0.99	0.000	0.600	0.38	1.10	0.42
8.00	130.00	0.486	130.00	0.486	0.98	0.000	0.600	0.38	1.10	0.42
10.00	130.00	0.608	130.00	0.608	0.98	0.000	0.600	0.38	1.10	0.42
12.00	130.00	0.731	130.00	0.731	0.97	0.000	0.600	0.38	1.10	0.42
14.00	124.60	0.852	124.60	0.852	0.97	0.000	0.600	0.38	1.10	0.41
16.00	121.00	0.968	121.00	0.968	0.96	0.000	0.600	0.38	1.10	0.41
18.00	121.00	1.082	121.00	1.082	0.96	0.000	0.600	0.37	1.10	0.41
20.00	121.00	1.196	121.00	1.196	0.95	0.000	0.600	0.37	1.10	0.41
22.00	121.00	1.311	121.00	1.311	0.95	0.000	0.600	0.37	1.10	0.41
24.00	125.20	1.426	125.20	1.426	0.94	0.000	0.600	0.37	1.10	0.40
26.00	128.00	1.547	65.60	1.519	0.94	0.000	0.600	0.37	1.10	0.41
28.00	128.00	1.668	65.60	1.581	0.93	0.000	0.600	0.38	1.10	0.42
30.00	128.00	1.789	65.60	1.643	0.93	0.000	0.600	0.39	1.10	0.43
32.00	128.00	1.910	65.60	1.705	0.91	0.000	0.600	0.40	1.10	0.44
34.00	122.60	2.029	60.20	1.765	0.90	0.000	0.600	0.40	1.10	0.44
36.00	119.00	2.142	56.60	1.819	0.88	0.000	0.600	0.40	1.10	0.45
38.00	119.00	2.255	56.60	1.873	0.86	0.000	0.600	0.41	1.10	0.45
40.00	119.00	2.367	56.60	1.926	0.85	0.000	0.600	0.41	1.10	0.45
42.00	119.00	2.479	56.60	1.980	0.83	0.000	0.600	0.41	1.10	0.45
44.00	119.00	2.592	56.60	2.033	0.82	0.000	0.600	0.41	1.10	0.45
46.00	119.00	2.704	56.60	2.087	0.80	0.000	0.600	0.40	1.10	0.44
48.00	119.00	2.817	56.60	2.140	0.78	0.000	0.600	0.40	1.10	0.44
50.00	119.00	2.929	56.60	2.194	0.77	0.000	0.600	0.40	1.10	0.44
52.00	119.00	3.042	56.60	2.247	0.75	0.000	0.600	0.40	1.10	0.44
54.00	122.00	3.155	59.60	2.302	0.73	0.000	0.600	0.39	1.10	0.43
56.00	124.00	3.272	61.60	2.359	0.72	0.000	0.600	0.39	1.10	0.43
58.00	124.00	3.389	61.60	2.418	0.70	0.000	0.600	0.38	1.10	0.42
60.00	124.00	3.506	61.60	2.476	0.69	0.000	0.600	0.38	1.10	0.42
62.00	124.00	3.624	61.60	2.534	0.67	0.000	0.600	0.37	1.10	0.41
64.00	124.00	3.741	61.60	2.592	0.65	0.000	0.600	0.37	1.10	0.40
66.00	124.00	3.858	61.60	2.650	0.64	0.000	0.600	0.36	1.10	0.40
68.00	124.00	3.975	61.60	2.709	0.62	0.000	0.600	0.36	1.10	0.39
70.00	124.00	4.092	61.60	2.767	0.60	0.000	0.600	0.35	1.10	0.38
72.00	124.00	4.209	61.60	2.825	0.59	0.000	0.600	0.34	1.10	0.38
74.00	123.40	4.326	61.00	2.883	0.57	0.000	0.600	0.33	1.10	0.37

CSR is based on water table at 25.00 during earthquake

CRR Calculation from SPT or BPT data:

Depth ft	SPT	Cebs	Cr	sigma' atm	Cn	(N1)60	Fines %	d(N1)60	(N1)60f	CRR7.5
0.00	23.00	1.50	0.75	0.000	1.70	43.99	0.00	0.00	43.99	2.00
2.00	23.00	1.50	0.75	0.121	1.70	43.99	0.00	0.00	43.99	2.00
4.00	23.00	1.50	0.75	0.242	1.70	43.99	0.00	0.00	43.99	2.00
6.00	23.00	1.50	0.75	0.363	1.66	42.94	0.00	0.00	42.94	2.00
8.00	28.40	1.50	0.75	0.486	1.44	45.85	0.00	0.00	45.85	2.00
10.00	50.00	1.50	0.85	0.608	1.28	81.73	0.00	0.00	81.73	2.00
12.00	50.00	1.50	0.85	0.731	1.17	74.55	0.00	0.00	74.55	2.00
14.00	50.00	1.50	0.85	0.852	1.08	69.05	0.00	0.00	69.05	2.00
16.00	50.00	1.50	0.95	0.968	1.02	72.44	0.00	0.00	72.44	2.00
18.00	53.80	1.50	0.95	1.082	0.96	73.71	0.00	0.00	73.71	2.00
20.00	69.00	1.50	0.95	1.196	0.91	89.90	0.00	0.00	89.90	2.00
22.00	69.00	1.50	0.95	1.311	0.87	85.89	0.00	0.00	85.89	2.00
24.00	69.00	1.50	0.95	1.426	0.84	82.33	0.00	0.00	82.33	2.00
26.00	69.00	1.50	0.95	1.547	0.80	79.06	0.00	0.00	79.06	2.00
28.00	65.20	1.50	1.00	1.668	0.77	75.74	0.00	0.00	75.74	2.00
30.00	50.00	1.50	1.00	1.789	0.75	56.08	0.00	0.00	56.08	2.00
32.00	50.00	1.50	1.00	1.910	0.72	54.27	0.00	0.00	54.27	2.00

DRAFT

34.00	50.00	1.50	1.00	2.029	0.70	52.66	0.00	0.00	52.66	2.00
36.00	50.00	1.50	1.00	2.142	0.68	51.24	0.00	0.00	51.24	2.00
38.00	49.80	1.50	1.00	2.255	0.67	49.75	0.00	0.00	49.75	2.00
40.00	49.00	1.50	1.00	2.367	0.65	47.77	0.00	0.00	47.77	2.00
42.00	49.00	1.50	1.00	2.479	0.64	46.68	0.00	0.00	46.68	2.00
44.00	49.00	1.50	1.00	2.592	0.62	45.65	0.00	0.00	45.65	2.00
46.00	49.00	1.50	1.00	2.704	0.61	44.69	0.00	0.00	44.69	2.00
48.00	48.20	1.50	1.00	2.817	0.60	43.08	0.00	0.00	43.08	2.00
50.00	45.00	1.50	1.00	2.929	0.58	39.44	0.00	0.00	39.44	2.00
52.00	45.00	1.50	1.00	3.042	0.57	38.70	0.00	0.00	38.70	2.00
54.00	45.00	1.50	1.00	3.155	0.56	38.00	0.00	0.00	38.00	2.00
56.00	45.00	1.50	1.00	3.272	0.55	37.32	0.00	0.00	37.32	2.00
58.00	49.39	1.50	1.00	3.389	0.54	40.25	0.00	0.00	40.25	2.00
60.00	66.99	1.50	1.00	3.506	0.53	53.67	0.00	0.00	53.67	2.00
62.00	67.00	1.50	1.00	3.624	0.53	52.80	0.00	0.00	52.80	2.00
64.00	67.00	1.50	1.00	3.741	0.52	51.96	0.00	0.00	51.96	2.00
66.00	67.00	1.50	1.00	3.858	0.51	51.17	0.00	0.00	51.17	2.00
68.00	63.60	1.50	1.00	3.975	0.50	47.85	0.00	0.00	47.85	2.00
70.00	50.00	1.50	1.00	4.092	0.49	37.08	0.00	0.00	37.08	2.00
72.00	50.00	1.50	1.00	4.152	0.49	36.81	0.00	0.00	36.81	2.00
74.00	50.00	1.50	1.00	4.210	0.49	36.55	0.00	0.00	36.55	2.00

CRR is based on water table at 70.00 during In-Situ Testing

Factor of Safety, - Earthquake Magnitude= 6.66:

Depth ft	sigC' atm	CRR7.5	x Ksig	=CRRv	x MSF	=CRRm	CSRfs	F.S.=CRRm/CSRfs
0.00	0.00	2.00	1.00	2.00	1.35	2.71	0.43	5.00
2.00	0.08	2.00	1.00	2.00	1.35	2.71	0.43	5.00
4.00	0.16	2.00	1.00	2.00	1.35	2.71	0.42	5.00
6.00	0.24	2.00	1.00	2.00	1.35	2.71	0.42	5.00
8.00	0.32	2.00	1.00	2.00	1.35	2.71	0.42	5.00
10.00	0.40	2.00	1.00	2.00	1.35	2.71	0.42	5.00
12.00	0.48	2.00	1.00	2.00	1.35	2.71	0.42	5.00
14.00	0.55	2.00	1.00	2.00	1.35	2.71	0.41	5.00
16.00	0.63	2.00	1.00	2.00	1.35	2.71	0.41	5.00
18.00	0.70	2.00	1.00	2.00	1.35	2.71	0.41	5.00
20.00	0.78	2.00	1.00	2.00	1.35	2.71	0.41	5.00
22.00	0.85	2.00	1.00	2.00	1.35	2.71	0.41	5.00
24.00	0.93	2.00	1.00	2.00	1.35	2.71	0.40	5.00
26.00	1.01	2.00	1.01	2.01	1.35	2.72	0.41	5.00
28.00	1.08	2.00	0.99	1.99	1.35	2.69	0.42	5.00
30.00	1.16	2.00	0.98	1.96	1.35	2.66	0.43	5.00
32.00	1.24	2.00	0.97	1.94	1.35	2.63	0.44	5.00
34.00	1.32	2.00	0.96	1.92	1.35	2.60	0.44	5.00
36.00	1.39	2.00	0.95	1.90	1.35	2.57	0.45	5.00
38.00	1.47	2.00	0.94	1.87	1.35	2.54	0.45	5.00
40.00	1.54	2.00	0.93	1.86	1.35	2.51	0.45	5.00
42.00	1.61	2.00	0.92	1.84	1.35	2.49	0.45	5.00
44.00	1.68	2.00	0.91	1.82	1.35	2.46	0.45	5.00
46.00	1.76	2.00	0.90	1.80	1.35	2.44	0.44	5.00
48.00	1.83	2.00	0.89	1.78	1.35	2.41	0.44	5.00
50.00	1.90	2.00	0.88	1.77	1.35	2.39	0.44	5.00
52.00	1.98	2.00	0.87	1.75	1.35	2.37	0.44	5.00
54.00	2.05	2.00	0.87	1.73	1.35	2.35	0.43	5.00
56.00	2.13	2.00	0.86	1.72	1.35	2.33	0.43	5.00
58.00	2.20	2.00	0.85	1.70	1.35	2.30	0.42	5.00
60.00	2.28	2.00	0.84	1.68	1.35	2.28	0.42	5.00
62.00	2.36	2.00	0.83	1.67	1.35	2.26	0.41	5.00
64.00	2.43	2.00	0.83	1.66	1.35	2.24	0.40	5.00
66.00	2.51	2.00	0.82	1.64	1.35	2.22	0.40	5.00
68.00	2.58	2.00	0.81	1.63	1.35	2.21	0.39	5.00
70.00	2.66	2.00	0.81	1.61	1.35	2.19	0.38	5.00
72.00	2.70	2.00	0.80	1.61	1.35	2.18	0.38	5.00
74.00	2.74	2.00	0.80	1.60	1.35	2.17	0.37	5.00

* F.S.<1: Liquefaction Potential Zone. (If above water table: F.S.=5)
^ No-liquefiable Soils or above Water Table.
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

CPT convert to SPT for Settlement Analysis:

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Fines Correction for Settlement Analysis:

Depth ft	Ic	qc/N60	qc1 atm	(N1)60	Fines %	d(N1)60	(N1)60s
0.00	-	-	-	43.99	0.00	0.00	43.99
2.00	-	-	-	43.99	0.00	0.00	43.99
4.00	-	-	-	43.99	0.00	0.00	43.99
6.00	-	-	-	42.94	0.00	0.00	42.94
8.00	-	-	-	45.85	0.00	0.00	45.85
10.00	-	-	-	81.73	0.00	0.00	81.73
12.00	-	-	-	74.55	0.00	0.00	74.55
14.00	-	-	-	69.05	0.00	0.00	69.05
16.00	-	-	-	72.44	0.00	0.00	72.44
18.00	-	-	-	73.71	0.00	0.00	73.71
20.00	-	-	-	89.90	0.00	0.00	89.90
22.00	-	-	-	85.89	0.00	0.00	85.89
24.00	-	-	-	82.33	0.00	0.00	82.33
26.00	-	-	-	79.06	0.00	0.00	79.06
28.00	-	-	-	75.74	0.00	0.00	75.74
30.00	-	-	-	56.08	0.00	0.00	56.08
32.00	-	-	-	54.27	0.00	0.00	54.27
34.00	-	-	-	52.66	0.00	0.00	52.66
36.00	-	-	-	51.24	0.00	0.00	51.24
38.00	-	-	-	49.75	0.00	0.00	49.75
40.00	-	-	-	47.77	0.00	0.00	47.77
42.00	-	-	-	46.68	0.00	0.00	46.68
44.00	-	-	-	45.65	0.00	0.00	45.65
46.00	-	-	-	44.69	0.00	0.00	44.69
48.00	-	-	-	43.08	0.00	0.00	43.08
50.00	-	-	-	39.44	0.00	0.00	39.44
52.00	-	-	-	38.70	0.00	0.00	38.70
54.00	-	-	-	38.00	0.00	0.00	38.00
56.00	-	-	-	37.32	0.00	0.00	37.32
58.00	-	-	-	40.25	0.00	0.00	40.25
60.00	-	-	-	53.67	0.00	0.00	53.67
62.00	-	-	-	52.80	0.00	0.00	52.80
64.00	-	-	-	51.96	0.00	0.00	51.96
66.00	-	-	-	51.17	0.00	0.00	51.17
68.00	-	-	-	47.85	0.00	0.00	47.85
70.00	-	-	-	37.08	0.00	0.00	37.08
72.00	-	-	-	36.81	0.00	0.00	36.81
74.00	-	-	-	36.55	0.00	0.00	36.55

(N1)60s has been fines corrected in liquefaction analysis, therefore d(N1)60=0.
Fines=NoLiq means the soils are not liquefiable.

Settlement of Saturated Sands:
Settlement Analysis Method: Ishihara / Yoshimine

Depth ft	CSRsf	/ MSF*	=CSRm	F.S.	Fines %	(N1)60s	Dr %	ec %	dsz in.	dsp in.	S in.
74.95	0.36	1.00	0.36	5.00	0.00	36.43	100.00	0.000	0.0E0	0.000	0.000
74.00	0.37	1.00	0.37	5.00	0.00	36.55	100.00	0.000	0.0E0	0.000	0.000
72.00	0.38	1.00	0.38	5.00	0.00	36.81	100.00	0.000	0.0E0	0.000	0.000
70.00	0.38	1.00	0.38	5.00	0.00	37.08	100.00	0.000	0.0E0	0.000	0.000
68.00	0.39	1.00	0.39	5.00	0.00	47.85	100.00	0.000	0.0E0	0.000	0.000
66.00	0.40	1.00	0.40	5.00	0.00	51.17	100.00	0.000	0.0E0	0.000	0.000
64.00	0.40	1.00	0.40	5.00	0.00	51.96	100.00	0.000	0.0E0	0.000	0.000
62.00	0.41	1.00	0.41	5.00	0.00	52.80	100.00	0.000	0.0E0	0.000	0.000
60.00	0.42	1.00	0.42	5.00	0.00	53.67	100.00	0.000	0.0E0	0.000	0.000
58.00	0.42	1.00	0.42	5.00	0.00	40.25	100.00	0.000	0.0E0	0.000	0.000
56.00	0.43	1.00	0.43	5.00	0.00	37.32	100.00	0.000	0.0E0	0.000	0.000
54.00	0.43	1.00	0.43	5.00	0.00	38.00	100.00	0.000	0.0E0	0.000	0.000
52.00	0.44	1.00	0.44	5.00	0.00	38.70	100.00	0.000	0.0E0	0.000	0.000
50.00	0.44	1.00	0.44	5.00	0.00	39.44	100.00	0.000	0.0E0	0.000	0.000
48.00	0.44	1.00	0.44	5.00	0.00	43.08	100.00	0.000	0.0E0	0.000	0.000
46.00	0.44	1.00	0.44	5.00	0.00	44.69	100.00	0.000	0.0E0	0.000	0.000
44.00	0.45	1.00	0.45	5.00	0.00	45.65	100.00	0.000	0.0E0	0.000	0.000
42.00	0.45	1.00	0.45	5.00	0.00	46.68	100.00	0.000	0.0E0	0.000	0.000
40.00	0.45	1.00	0.45	5.00	0.00	47.77	100.00	0.000	0.0E0	0.000	0.000
38.00	0.45	1.00	0.45	5.00	0.00	49.75	100.00	0.000	0.0E0	0.000	0.000
36.00	0.45	1.00	0.45	5.00	0.00	51.24	100.00	0.000	0.0E0	0.000	0.000

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34.00	0.44	1.00	0.44	5.00	0.00	52.66	100.00	0.000	0.0E0	0.000	0.000
32.00	0.44	1.00	0.44	5.00	0.00	54.27	100.00	0.000	0.0E0	0.000	0.000
30.00	0.43	1.00	0.43	5.00	0.00	56.08	100.00	0.000	0.0E0	0.000	0.000
28.00	0.42	1.00	0.42	5.00	0.00	75.74	100.00	0.000	0.0E0	0.000	0.000
26.00	0.41	1.00	0.41	5.00	0.00	79.06	100.00	0.000	0.0E0	0.000	0.000
25.05	0.40	1.00	0.40	5.00	0.00	80.57	100.00	0.000	0.0E0	0.000	0.000

No Settlement of Saturated Sands

Settlement of Saturated Sands=0.000 in.
qc1 and (N1)60 is after fines correction in liquefaction analysis
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=2.00 ft
S is cumulated settlement at this depth

Settlement of Unsaturated Sands:

Depth ft	sigma' atm	sigC' atm	(N1)60s	CSRsf	Gmax atm	g*Ge/Gm	g_eff	ec7.5 %	Cec	ec %	dsz in.	dsp in.	S in.
25.00	1.49	0.97	80.65	0.40	1896.33	3.2E-4	0.0649	0.0205	0.83	0.0169	2.03E-4	0.000	0.000
24.00	1.43	0.93	82.33	0.40	1870.53	3.1E-4	0.0616	0.0195	0.83	0.0161	1.93E-4	0.004	0.004
22.00	1.31	0.85	85.89	0.41	1818.45	2.9E-4	0.0555	0.0176	0.83	0.0145	1.74E-4	0.007	0.011
20.00	1.20	0.78	89.90	0.41	1763.92	2.8E-4	0.0498	0.0157	0.83	0.0130	1.56E-4	0.007	0.018
18.00	1.08	0.70	73.71	0.41	1570.14	2.8E-4	0.0734	0.0232	0.83	0.0192	2.30E-4	0.008	0.026
16.00	0.97	0.63	72.44	0.41	1476.27	2.7E-4	0.0645	0.0204	0.83	0.0169	2.02E-4	0.009	0.035
14.00	0.85	0.55	69.05	0.41	1363.67	2.6E-4	0.0576	0.0182	0.83	0.0150	1.80E-4	0.008	0.043
12.00	0.73	0.48	74.55	0.42	1295.78	2.4E-4	0.0456	0.0144	0.83	0.0119	1.43E-4	0.006	0.049
10.00	0.61	0.40	81.73	0.42	1218.68	2.1E-4	0.0359	0.0114	0.83	0.0094	1.13E-4	0.005	0.054
8.00	0.49	0.32	45.85	0.42	898.08	2.3E-4	0.0512	0.0162	0.83	0.0134	1.60E-4	0.005	0.059
6.00	0.36	0.24	42.94	0.42	759.86	2.0E-4	0.0394	0.0125	0.83	0.0103	1.23E-4	0.006	0.065
4.00	0.24	0.16	43.99	0.42	625.27	1.6E-4	0.0300	0.0095	0.83	0.0078	9.39E-5	0.004	0.070
2.00	0.12	0.08	43.99	0.43	442.14	1.2E-4	0.0250	0.0079	0.83	0.0065	7.82E-5	0.003	0.073
0.00	0.00	0.00	43.99	0.43	4.02	1.1E-6	0.0010	0.0003	0.83	0.0003	3.18E-6	0.002	0.075

Settlement of Unsaturated Sands=0.075 in.
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=2.00 ft
S is cumulated settlement at this depth

Total Settlement of Saturated and Unsaturated Sands=0.075 in.
Differential Settlement=0.037 to 0.049 in.

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

---

1 atm (atmosphere) = 1.0581 tsf(1 tsf = 1 ton/ft2 = 2 kip/ft2)
1 atm (atmosphere) = 101.325 kPa(1 kPa = 1 kN/m2 = 0.001 Mpa)

SPT	Field data from Standard Penetration Test (SPT)
BPT	Field data from Becker Penetration Test (BPT)
qc	Field data from Cone Penetration Test (CPT) [atm (tsf)]
fs	Friction from CPT testing [atm (tsf)]
Rf	Ratio of fs/qc (%)
gamma	Total unit weight of soil
gamma'	Effective unit weight of soil
Fines	Fines content [%]
D50	Mean grain size
Dr	Relative Density

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sigma	Total vertical stress [atm]
sigma'	Effective vertical stress [atm]
sigC'	Effective confining pressure [atm]
rd	Acceleration reduction coefficient by Seed
a_max.	Peak Ground Acceleration (PGA) in ground surface
mZ	Linear acceleration reduction coefficient X depth
a_min.	Minimum acceleration under linear reduction, mZ
CRRv	CRR after overburden stress correction, CRRv=CRR7.5 * Ksig
CRR7.5	Cyclic resistance ratio (M=7.5)
Ksig	Overburden stress correction factor for CRR7.5
CRRm	After magnitude scaling correction CRRm=CRRv * MSF
MSF	Magnitude scaling factor from M=7.5 to user input M
CSR	Cyclic stress ratio induced by earthquake
CSRfs	CSRfs=CSR*fs1 (Default fs1=1)
fs1	First CSR curve in graphic defined in #9 of Advanced page
fs2	2nd CSR curve in graphic defined in #9 of Advanced page
F.S.	Calculated factor of safety against liquefaction F.S.=CRRm/CSRsf
Cebs	Energy Ratio, Borehole Dia., and Sampling Method Corrections
Cr	Rod Length Corrections
Cn	Overburden Pressure Correction
(N1)60	SPT after corrections, (N1)60=SPT * Cr * Cn * Cebs
d(N1)60	Fines correction of SPT
(N1)60f	(N1)60 after fines corrections, (N1)60f=(N1)60 + d(N1)60
Cq	Overburden stress correction factor
qc1	CPT after Overburden stress correction
dqc1	Fines correction of CPT
qc1f	CPT after Fines and Overburden correction, qc1f=qc1 + dqc1
qc1n	CPT after normalization in Robertson's method
Kc	Fine correction factor in Robertson's Method
qc1f	CPT after Fines correction in Robertson's Method
Ic	Soil type index in Suzuki's and Robertson's Methods
(N1)60s	(N1)60 after settlement fines corrections
CSRm	After magnitude scaling correction for Settlement calculation CSRm=CSRsf / MSF*
CSRfs	Cyclic stress ratio induced by earthquake with user inputed fs
MSF*	Scaling factor from CSR, MSF*=1, based on Item 2 of Page C.
ec	Volumetric strain for saturated sands
dz	Calculation segment, dz=0.050 ft
dsz	Settlement in each segment, dz
dp	User defined print interval
dsp	Settlement in each print interval, dp
Gmax	Shear Modulus at low strain
g_eff	gamma_eff, Effective shear Strain
g*Ge/Gm	gamma_eff * G_eff/G_max, Strain-modulus ratio
ec7.5	Volumetric Strain for magnitude=7.5
Cec	Magnitude correction factor for any magnitude
ec	Volumetric strain for unsaturated sands, ec=Cec * ec7.5
NoLiq	No-Liquefy Soils

References:

1. NCEER Workshop on Evaluation of Liquefaction Resistance of Soils. Youd, T.L., and Idriss, I.M., eds., Technical Report NCEER 97-0022.
SP117. Southern California Earthquake Center. Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for
Analyzing and Mitigating Liquefaction in California. University of Southern California. March 1999.
2. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING AND SEISMIC SITE RESPONSE EVALUATION, Paper No. SPL-2, PROCEEDINGS: Fourth
International Conference on Recent Advances in Geotechnical Earthquake Engineering and Soil Dynamics, San Diego, CA, March 2001.
3. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING: A UNIFIED AND CONSISTENT FRAMEWORK, Earthquake Engineering Research Center,
Report No. EERC 2003-06 by R.B Seed and etc. April 2003.

Note: Print Interval you selected does not show complete results. To get complete results, you should select 'Segment' in Print Interval (Item 12, Page C).

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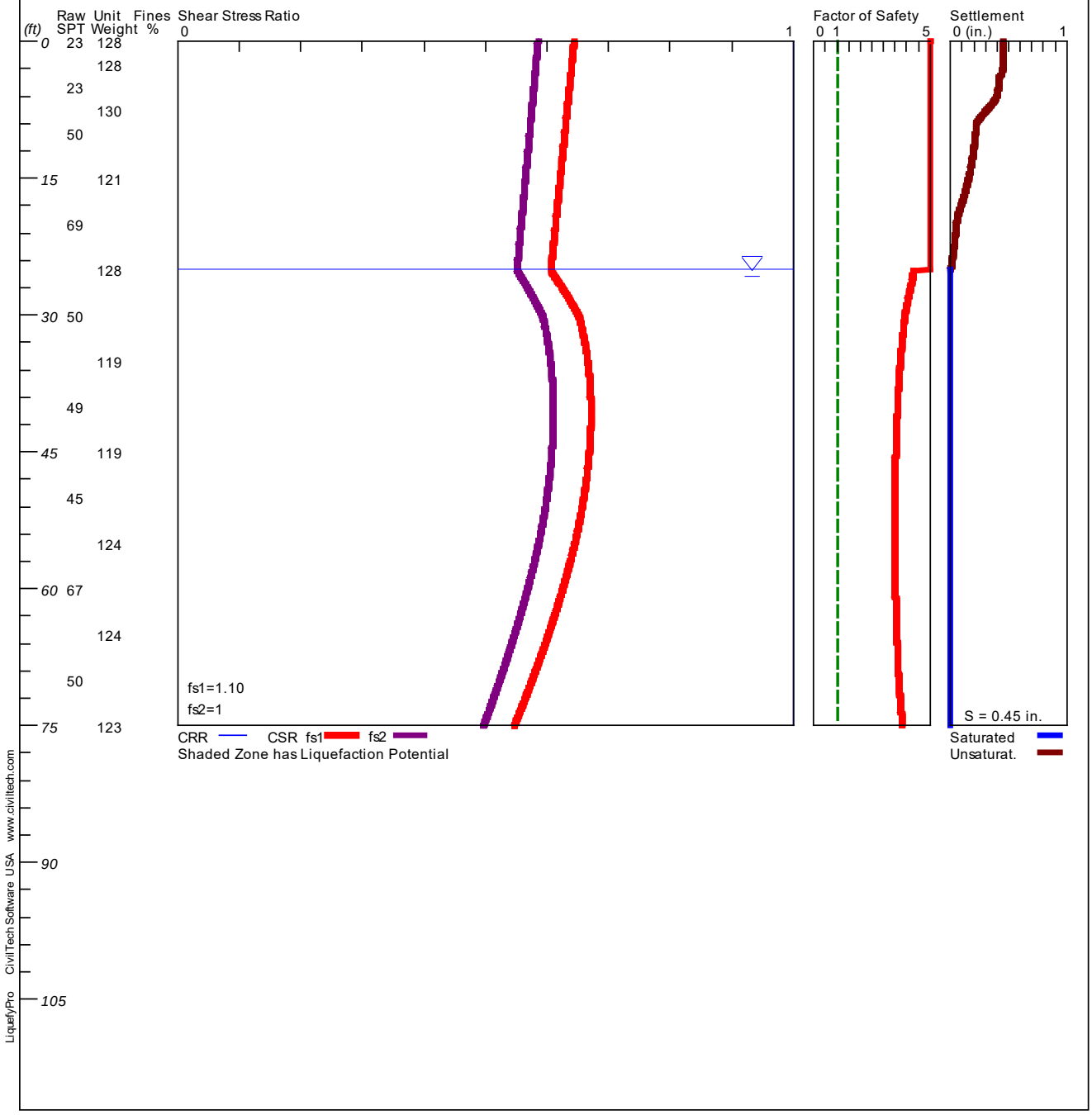
LIQUEFACTION ANALYSIS

3022 South Western Avenue

Hole No.=B-1 Water Depth=25 ft

Magnitude=6.77
Acceleration=0.9g



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**********************************************************************************************
                                LIQUEFACTION ANALYSIS CALCULATION DETAILS
                                     Copyright by CivilTech Software
                                          www.civiltech.com
**********************************************************************************************
       Font: Courier New, Regular, Size 8 is recommended for this report.
       Licensed to ,  9/8/2022       4:47:28 PM

       Input File Name: Z:\OUR DOCUMENTS\Liquefaction Analysis\22-02119 B-1.liq
       Title:  3022 South Western Avenue
       Subtitle:  22-02119

 Input Data:
       Surface Elev.=
       Hole No.=B-1
       Depth of Hole=75.00 ft
       Water Table during Earthquake= 25.00 ft
       Water Table during In-Situ Testing= 70.00 ft
       Max. Acceleration=0.9 g
       Earthquake Magnitude=6.77
       No-Liquefiable Soils:   CL, OL are Non-Liq. Soil
       1. SPT or BPT Calculation.
       2. Settlement Analysis Method: Ishihara / Yoshimine
       3. Fines Correction for Liquefaction: Stark/Olson et al.*
       4. Fine Correction for Settlement: During Liquefaction*
       5. Settlement Calculation in: All zones*
       6. Hammer Energy Ratio,                                  Ce = 1.25
       7. Borehole Diameter,                                     Cb= 1
       8. Sampling Method,                                      Cs= 1.2
       9. User request factor of safety (apply to CSR) ,   User= 1.1
          Plot two CSR (fs1=User, fs2=1)
       10. Average two input data between two Depths: Yes*
       * Recommended Options

       In-Situ Test Data:
       Depth   SPT     Gamma   Fines
       ft              pcf     %
       ____________________________________
       0.00    23.00   128.00  0.00
       2.50    23.00   128.00  0.00
       5.00    23.00   128.00  0.00
       7.50    23.00   130.00  0.00
       10.00   50.00   130.00  0.00
       12.50   50.00   130.00  0.00
       15.00   50.00   121.00  0.00
       17.50   50.00   121.00  0.00
       20.00   69.00   121.00  0.00
       22.50   69.00   121.00  0.00
       25.00   69.00   128.00  0.00
       27.50   69.00   128.00  0.00
       30.00   50.00   128.00  0.00
       32.50   50.00   128.00  0.00
       35.00   50.00   119.00  0.00
       37.50   50.00   119.00  0.00
       40.00   49.00   119.00  0.00
       42.50   49.00   119.00  0.00
       45.00   49.00   119.00  0.00
       47.50   49.00   119.00  0.00
       50.00   45.00   119.00  0.00
       52.50   45.00   119.00  0.00
       55.00   45.00   124.00  0.00
       57.50   45.00   124.00  0.00
       60.00   67.00   124.00  0.00
       62.50   67.00   124.00  0.00
       65.00   67.00   124.00  0.00
       67.50   67.00   124.00  0.00
       70.00   50.00   124.00  0.00
       72.50   50.00   124.00  0.00
       75.00   50.00   123.00  0.00
       ____________________________________
```

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Output Results:
Calculation segment, dz=0.050 ft
User defined Print Interval, dp=2.00 ft

Peak Ground Acceleration (PGA), a_max = 0.90g

CSR Calculation:

Depth ft	gamma pcf	sigma atm	gamma' pcf	sigma' atm	rd	mZ g	a(z) g	CSR	x fs1	=CSRfs
0.00	128.00	0.000	128.00	0.000	1.00	0.000	0.900	0.58	1.10	0.64
2.00	128.00	0.121	128.00	0.121	1.00	0.000	0.900	0.58	1.10	0.64
4.00	128.00	0.242	128.00	0.242	0.99	0.000	0.900	0.58	1.10	0.64
6.00	128.80	0.363	128.80	0.363	0.99	0.000	0.900	0.58	1.10	0.63
8.00	130.00	0.486	130.00	0.486	0.98	0.000	0.900	0.57	1.10	0.63
10.00	130.00	0.608	130.00	0.608	0.98	0.000	0.900	0.57	1.10	0.63
12.00	130.00	0.731	130.00	0.731	0.97	0.000	0.900	0.57	1.10	0.63
14.00	124.60	0.852	124.60	0.852	0.97	0.000	0.900	0.57	1.10	0.62
16.00	121.00	0.968	121.00	0.968	0.96	0.000	0.900	0.56	1.10	0.62
18.00	121.00	1.082	121.00	1.082	0.96	0.000	0.900	0.56	1.10	0.62
20.00	121.00	1.196	121.00	1.196	0.95	0.000	0.900	0.56	1.10	0.61
22.00	121.00	1.311	121.00	1.311	0.95	0.000	0.900	0.55	1.10	0.61
24.00	125.20	1.426	125.20	1.426	0.94	0.000	0.900	0.55	1.10	0.61
26.00	128.00	1.547	65.60	1.519	0.94	0.000	0.900	0.56	1.10	0.62
28.00	128.00	1.668	65.60	1.581	0.93	0.000	0.900	0.58	1.10	0.63
30.00	128.00	1.789	65.60	1.643	0.93	0.000	0.900	0.59	1.10	0.65
32.00	128.00	1.910	65.60	1.705	0.91	0.000	0.900	0.60	1.10	0.66
34.00	122.60	2.029	60.20	1.765	0.90	0.000	0.900	0.60	1.10	0.66
36.00	119.00	2.142	56.60	1.819	0.88	0.000	0.900	0.61	1.10	0.67
38.00	119.00	2.255	56.60	1.873	0.86	0.000	0.900	0.61	1.10	0.67
40.00	119.00	2.367	56.60	1.926	0.85	0.000	0.900	0.61	1.10	0.67
42.00	119.00	2.479	56.60	1.980	0.83	0.000	0.900	0.61	1.10	0.67
44.00	119.00	2.592	56.60	2.033	0.82	0.000	0.900	0.61	1.10	0.67
46.00	119.00	2.704	56.60	2.087	0.80	0.000	0.900	0.61	1.10	0.67
48.00	119.00	2.817	56.60	2.140	0.78	0.000	0.900	0.60	1.10	0.66
50.00	119.00	2.929	56.60	2.194	0.77	0.000	0.900	0.60	1.10	0.66
52.00	119.00	3.042	56.60	2.247	0.75	0.000	0.900	0.59	1.10	0.65
54.00	122.00	3.155	59.60	2.302	0.73	0.000	0.900	0.59	1.10	0.65
56.00	124.00	3.272	61.60	2.359	0.72	0.000	0.900	0.58	1.10	0.64
58.00	124.00	3.389	61.60	2.418	0.70	0.000	0.900	0.58	1.10	0.63
60.00	124.00	3.506	61.60	2.476	0.69	0.000	0.900	0.57	1.10	0.62
62.00	124.00	3.624	61.60	2.534	0.67	0.000	0.900	0.56	1.10	0.62
64.00	124.00	3.741	61.60	2.592	0.65	0.000	0.900	0.55	1.10	0.61
66.00	124.00	3.858	61.60	2.650	0.64	0.000	0.900	0.54	1.10	0.60
68.00	124.00	3.975	61.60	2.709	0.62	0.000	0.900	0.53	1.10	0.59
70.00	124.00	4.092	61.60	2.767	0.60	0.000	0.900	0.52	1.10	0.58
72.00	124.00	4.209	61.60	2.825	0.59	0.000	0.900	0.51	1.10	0.56
74.00	123.40	4.326	61.00	2.883	0.57	0.000	0.900	0.50	1.10	0.55

CSR is based on water table at 25.00 during earthquake

CRR Calculation from SPT or BPT data:

Depth ft	SPT	Cebs	Cr	sigma' atm	Cn	(N1)60	Fines %	d(N1)60	(N1)60f	CRR7.5
0.00	23.00	1.50	0.75	0.000	1.70	43.99	0.00	0.00	43.99	2.00
2.00	23.00	1.50	0.75	0.121	1.70	43.99	0.00	0.00	43.99	2.00
4.00	23.00	1.50	0.75	0.242	1.70	43.99	0.00	0.00	43.99	2.00
6.00	23.00	1.50	0.75	0.363	1.66	42.94	0.00	0.00	42.94	2.00
8.00	28.40	1.50	0.75	0.486	1.44	45.85	0.00	0.00	45.85	2.00
10.00	50.00	1.50	0.85	0.608	1.28	81.73	0.00	0.00	81.73	2.00
12.00	50.00	1.50	0.85	0.731	1.17	74.55	0.00	0.00	74.55	2.00
14.00	50.00	1.50	0.85	0.852	1.08	69.05	0.00	0.00	69.05	2.00
16.00	50.00	1.50	0.95	0.968	1.02	72.44	0.00	0.00	72.44	2.00
18.00	53.80	1.50	0.95	1.082	0.96	73.71	0.00	0.00	73.71	2.00
20.00	69.00	1.50	0.95	1.196	0.91	89.90	0.00	0.00	89.90	2.00
22.00	69.00	1.50	0.95	1.311	0.87	85.89	0.00	0.00	85.89	2.00
24.00	69.00	1.50	0.95	1.426	0.84	82.33	0.00	0.00	82.33	2.00
26.00	69.00	1.50	0.95	1.547	0.80	79.06	0.00	0.00	79.06	2.00
28.00	65.20	1.50	1.00	1.668	0.77	75.74	0.00	0.00	75.74	2.00
30.00	50.00	1.50	1.00	1.789	0.75	56.08	0.00	0.00	56.08	2.00
32.00	50.00	1.50	1.00	1.910	0.72	54.27	0.00	0.00	54.27	2.00

DRAFT

34.00	50.00	1.50	1.00	2.029	0.70	52.66	0.00	0.00	52.66	2.00
36.00	50.00	1.50	1.00	2.142	0.68	51.24	0.00	0.00	51.24	2.00
38.00	49.80	1.50	1.00	2.255	0.67	49.75	0.00	0.00	49.75	2.00
40.00	49.00	1.50	1.00	2.367	0.65	47.77	0.00	0.00	47.77	2.00
42.00	49.00	1.50	1.00	2.479	0.64	46.68	0.00	0.00	46.68	2.00
44.00	49.00	1.50	1.00	2.592	0.62	45.65	0.00	0.00	45.65	2.00
46.00	49.00	1.50	1.00	2.704	0.61	44.69	0.00	0.00	44.69	2.00
48.00	48.20	1.50	1.00	2.817	0.60	43.08	0.00	0.00	43.08	2.00
50.00	45.00	1.50	1.00	2.929	0.58	39.44	0.00	0.00	39.44	2.00
52.00	45.00	1.50	1.00	3.042	0.57	38.70	0.00	0.00	38.70	2.00
54.00	45.00	1.50	1.00	3.155	0.56	38.00	0.00	0.00	38.00	2.00
56.00	45.00	1.50	1.00	3.272	0.55	37.32	0.00	0.00	37.32	2.00
58.00	49.39	1.50	1.00	3.389	0.54	40.25	0.00	0.00	40.25	2.00
60.00	66.99	1.50	1.00	3.506	0.53	53.67	0.00	0.00	53.67	2.00
62.00	67.00	1.50	1.00	3.624	0.53	52.80	0.00	0.00	52.80	2.00
64.00	67.00	1.50	1.00	3.741	0.52	51.96	0.00	0.00	51.96	2.00
66.00	67.00	1.50	1.00	3.858	0.51	51.17	0.00	0.00	51.17	2.00
68.00	63.60	1.50	1.00	3.975	0.50	47.85	0.00	0.00	47.85	2.00
70.00	50.00	1.50	1.00	4.092	0.49	37.08	0.00	0.00	37.08	2.00
72.00	50.00	1.50	1.00	4.152	0.49	36.81	0.00	0.00	36.81	2.00
74.00	50.00	1.50	1.00	4.210	0.49	36.55	0.00	0.00	36.55	2.00

CRR is based on water table at 70.00 during In-Situ Testing

Factor of Safety, - Earthquake Magnitude= 6.77:

Depth ft	sigC' atm	CRR7.5	x Ksig	=CRRv	x MSF	=CRRm	CSRfs	F.S.=CRRm/CSRfs
0.00	0.00	2.00	1.00	2.00	1.30	2.60	0.64	5.00
2.00	0.08	2.00	1.00	2.00	1.30	2.60	0.64	5.00
4.00	0.16	2.00	1.00	2.00	1.30	2.60	0.64	5.00
6.00	0.24	2.00	1.00	2.00	1.30	2.60	0.63	5.00
8.00	0.32	2.00	1.00	2.00	1.30	2.60	0.63	5.00
10.00	0.40	2.00	1.00	2.00	1.30	2.60	0.63	5.00
12.00	0.48	2.00	1.00	2.00	1.30	2.60	0.63	5.00
14.00	0.55	2.00	1.00	2.00	1.30	2.60	0.62	5.00
16.00	0.63	2.00	1.00	2.00	1.30	2.60	0.62	5.00
18.00	0.70	2.00	1.00	2.00	1.30	2.60	0.62	5.00
20.00	0.78	2.00	1.00	2.00	1.30	2.60	0.61	5.00
22.00	0.85	2.00	1.00	2.00	1.30	2.60	0.61	5.00
24.00	0.93	2.00	1.00	2.00	1.30	2.60	0.61	5.00
26.00	1.01	2.00	1.01	2.01	1.30	2.61	0.62	4.24
28.00	1.08	2.00	0.99	1.99	1.30	2.58	0.63	4.07
30.00	1.16	2.00	0.98	1.96	1.30	2.55	0.65	3.91
32.00	1.24	2.00	0.97	1.94	1.30	2.52	0.66	3.82
34.00	1.32	2.00	0.96	1.92	1.30	2.49	0.66	3.75
36.00	1.39	2.00	0.95	1.90	1.30	2.46	0.67	3.69
38.00	1.47	2.00	0.94	1.87	1.30	2.44	0.67	3.64
40.00	1.54	2.00	0.93	1.86	1.30	2.41	0.67	3.59
42.00	1.61	2.00	0.92	1.84	1.30	2.39	0.67	3.56
44.00	1.68	2.00	0.91	1.82	1.30	2.36	0.67	3.53
46.00	1.76	2.00	0.90	1.80	1.30	2.34	0.67	3.51
48.00	1.83	2.00	0.89	1.78	1.30	2.32	0.66	3.49
50.00	1.90	2.00	0.88	1.77	1.30	2.29	0.66	3.48
52.00	1.98	2.00	0.87	1.75	1.30	2.27	0.65	3.47
54.00	2.05	2.00	0.87	1.73	1.30	2.25	0.65	3.47
56.00	2.13	2.00	0.86	1.72	1.30	2.23	0.64	3.48
58.00	2.20	2.00	0.85	1.70	1.30	2.21	0.63	3.49
60.00	2.28	2.00	0.84	1.68	1.30	2.19	0.62	3.50
62.00	2.36	2.00	0.83	1.67	1.30	2.17	0.62	3.52
64.00	2.43	2.00	0.83	1.66	1.30	2.15	0.61	3.55
66.00	2.51	2.00	0.82	1.64	1.30	2.13	0.60	3.57
68.00	2.58	2.00	0.81	1.63	1.30	2.11	0.59	3.61
70.00	2.66	2.00	0.81	1.61	1.30	2.10	0.58	3.65
72.00	2.70	2.00	0.80	1.61	1.30	2.09	0.56	3.70
74.00	2.74	2.00	0.80	1.60	1.30	2.08	0.55	3.77

* F.S.<1: Liquefaction Potential Zone. (If above water table: F.S.=5)
^ No-liquefiable Soils or above Water Table.
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

CPT convert to SPT for Settlement Analysis:

DRAFT

Fines Correction for Settlement Analysis:

Depth ft	Ic	qc/N60	qc1 atm	(N1)60	Fines %	d(N1)60	(N1)60s
0.00	-	-	-	43.99	0.00	0.00	43.99
2.00	-	-	-	43.99	0.00	0.00	43.99
4.00	-	-	-	43.99	0.00	0.00	43.99
6.00	-	-	-	42.94	0.00	0.00	42.94
8.00	-	-	-	45.85	0.00	0.00	45.85
10.00	-	-	-	81.73	0.00	0.00	81.73
12.00	-	-	-	74.55	0.00	0.00	74.55
14.00	-	-	-	69.05	0.00	0.00	69.05
16.00	-	-	-	72.44	0.00	0.00	72.44
18.00	-	-	-	73.71	0.00	0.00	73.71
20.00	-	-	-	89.90	0.00	0.00	89.90
22.00	-	-	-	85.89	0.00	0.00	85.89
24.00	-	-	-	82.33	0.00	0.00	82.33
26.00	-	-	-	79.06	0.00	0.00	79.06
28.00	-	-	-	75.74	0.00	0.00	75.74
30.00	-	-	-	56.08	0.00	0.00	56.08
32.00	-	-	-	54.27	0.00	0.00	54.27
34.00	-	-	-	52.66	0.00	0.00	52.66
36.00	-	-	-	51.24	0.00	0.00	51.24
38.00	-	-	-	49.75	0.00	0.00	49.75
40.00	-	-	-	47.77	0.00	0.00	47.77
42.00	-	-	-	46.68	0.00	0.00	46.68
44.00	-	-	-	45.65	0.00	0.00	45.65
46.00	-	-	-	44.69	0.00	0.00	44.69
48.00	-	-	-	43.08	0.00	0.00	43.08
50.00	-	-	-	39.44	0.00	0.00	39.44
52.00	-	-	-	38.70	0.00	0.00	38.70
54.00	-	-	-	38.00	0.00	0.00	38.00
56.00	-	-	-	37.32	0.00	0.00	37.32
58.00	-	-	-	40.25	0.00	0.00	40.25
60.00	-	-	-	53.67	0.00	0.00	53.67
62.00	-	-	-	52.80	0.00	0.00	52.80
64.00	-	-	-	51.96	0.00	0.00	51.96
66.00	-	-	-	51.17	0.00	0.00	51.17
68.00	-	-	-	47.85	0.00	0.00	47.85
70.00	-	-	-	37.08	0.00	0.00	37.08
72.00	-	-	-	36.81	0.00	0.00	36.81
74.00	-	-	-	36.55	0.00	0.00	36.55

(N1)60s has been fines corrected in liquefaction analysis, therefore d(N1)60=0.
Fines=NoLiq means the soils are not liquefiable.

Settlement of Saturated Sands:
Settlement Analysis Method: Ishihara / Yoshimine

Depth ft	CSRsf	/ MSF*	=CSRm	F.S.	Fines %	(N1)60s	Dr %	ec %	dsz in.	dsp in.	S in.
74.95	0.55	1.00	0.55	3.80	0.00	36.43	100.00	0.000	0.0E0	0.000	0.000
74.00	0.55	1.00	0.55	3.77	0.00	36.55	100.00	0.000	0.0E0	0.000	0.000
72.00	0.56	1.00	0.56	3.70	0.00	36.81	100.00	0.000	0.0E0	0.000	0.000
70.00	0.58	1.00	0.58	3.65	0.00	37.08	100.00	0.000	0.0E0	0.000	0.000
68.00	0.59	1.00	0.59	3.61	0.00	47.85	100.00	0.000	0.0E0	0.000	0.000
66.00	0.60	1.00	0.60	3.57	0.00	51.17	100.00	0.000	0.0E0	0.000	0.000
64.00	0.61	1.00	0.61	3.55	0.00	51.96	100.00	0.000	0.0E0	0.000	0.000
62.00	0.62	1.00	0.62	3.52	0.00	52.80	100.00	0.000	0.0E0	0.000	0.000
60.00	0.62	1.00	0.62	3.50	0.00	53.67	100.00	0.000	0.0E0	0.000	0.000
58.00	0.63	1.00	0.63	3.49	0.00	40.25	100.00	0.000	0.0E0	0.000	0.000
56.00	0.64	1.00	0.64	3.48	0.00	37.32	100.00	0.000	0.0E0	0.000	0.000
54.00	0.65	1.00	0.65	3.47	0.00	38.00	100.00	0.000	0.0E0	0.000	0.000
52.00	0.65	1.00	0.65	3.47	0.00	38.70	100.00	0.000	0.0E0	0.000	0.000
50.00	0.66	1.00	0.66	3.48	0.00	39.44	100.00	0.000	0.0E0	0.000	0.000
48.00	0.66	1.00	0.66	3.49	0.00	43.08	100.00	0.000	0.0E0	0.000	0.000
46.00	0.67	1.00	0.67	3.51	0.00	44.69	100.00	0.000	0.0E0	0.000	0.000
44.00	0.67	1.00	0.67	3.53	0.00	45.65	100.00	0.000	0.0E0	0.000	0.000
42.00	0.67	1.00	0.67	3.56	0.00	46.68	100.00	0.000	0.0E0	0.000	0.000
40.00	0.67	1.00	0.67	3.59	0.00	47.77	100.00	0.000	0.0E0	0.000	0.000
38.00	0.67	1.00	0.67	3.64	0.00	49.75	100.00	0.000	0.0E0	0.000	0.000
36.00	0.67	1.00	0.67	3.69	0.00	51.24	100.00	0.000	0.0E0	0.000	0.000

DRAFT

34.00	0.66	1.00	0.66	3.75	0.00	52.66	100.00	0.000	0.0E0	0.000	0.000
32.00	0.66	1.00	0.66	3.82	0.00	54.27	100.00	0.000	0.0E0	0.000	0.000
30.00	0.65	1.00	0.65	3.91	0.00	56.08	100.00	0.000	0.0E0	0.000	0.000
28.00	0.63	1.00	0.63	4.07	0.00	75.74	100.00	0.000	0.0E0	0.000	0.000
26.00	0.62	1.00	0.62	4.24	0.00	79.06	100.00	0.000	0.0E0	0.000	0.000
25.05	0.61	1.00	0.61	4.29	0.00	80.57	100.00	0.000	0.0E0	0.000	0.000

No Settlement of Saturated Sands

Settlement of Saturated Sands=0.000 in.
qc1 and (N1)60 is after fines correction in liquefaction analysis
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=2.00 ft
S is cumulated settlement at this depth

Settlement of Unsaturated Sands:

Depth ft	sigma' atm	sigC' atm	(N1)60s	CSRsf	Gmax atm	g*Ge/Gm	g_eff	ec7.5 %	Cec	ec %	dsz in.	dsp in.	S in.
25.00	1.49	0.97	80.65	0.61	1896.33	4.7E-4	0.1849	0.0585	0.86	0.0503	6.04E-4	0.001	0.001
24.00	1.43	0.93	82.33	0.61	1870.53	4.6E-4	0.1710	0.0541	0.86	0.0465	5.58E-4	0.012	0.012
22.00	1.31	0.85	85.89	0.61	1818.45	4.4E-4	0.1464	0.0463	0.86	0.0398	4.78E-4	0.021	0.033
20.00	1.20	0.78	89.90	0.61	1763.92	4.2E-4	0.1250	0.0395	0.86	0.0340	4.08E-4	0.018	0.051
18.00	1.08	0.70	73.71	0.62	1570.14	4.2E-4	0.3848	0.1217	0.86	0.1047	1.26E-3	0.037	0.088
16.00	0.97	0.63	72.44	0.62	1476.27	4.1E-4	0.3035	0.0960	0.86	0.0826	9.91E-4	0.047	0.135
14.00	0.85	0.55	69.05	0.62	1363.67	3.9E-4	0.2459	0.0778	0.86	0.0669	8.03E-4	0.035	0.170
12.00	0.73	0.48	74.55	0.63	1295.78	3.5E-4	0.1595	0.0504	0.86	0.0434	5.21E-4	0.026	0.196
10.00	0.61	0.40	81.73	0.63	1218.68	3.1E-4	0.1020	0.0323	0.86	0.0278	3.33E-4	0.017	0.212
8.00	0.49	0.32	45.85	0.63	898.08	3.4E-4	1.0000	0.3162	0.86	0.2721	3.27E-3	0.064	0.276
6.00	0.36	0.24	42.94	0.63	759.86	3.0E-4	0.4050	0.1281	0.86	0.1102	1.32E-3	0.119	0.395
4.00	0.24	0.16	43.99	0.64	625.27	2.5E-4	0.0702	0.0222	0.86	0.0191	2.29E-4	0.022	0.417
2.00	0.12	0.08	43.99	0.64	442.14	1.8E-4	0.0400	0.0127	0.86	0.0109	1.31E-4	0.035	0.451
0.00	0.00	0.00	43.99	0.64	4.02	1.6E-6	0.0010	0.0003	0.86	0.0003	3.32E-6	0.003	0.454

Settlement of Unsaturated Sands=0.454 in.
dsz is per each segment, dz=0.05 ft
dsp is per each print interval, dp=2.00 ft
S is cumulated settlement at this depth

Total Settlement of Saturated and Unsaturated Sands=0.454 in.
Differential Settlement=0.227 to 0.300 in.

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

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1 atm (atmosphere) = 1.0581 tsf(1 tsf = 1 ton/ft2 = 2 kip/ft2)
1 atm (atmosphere) = 101.325 kPa(1 kPa = 1 kN/m2 = 0.001 Mpa)

SPT	Field data from Standard Penetration Test (SPT)
BPT	Field data from Becker Penetration Test (BPT)
qc	Field data from Cone Penetration Test (CPT) [atm (tsf)]
fs	Friction from CPT testing [atm (tsf)]
Rf	Ratio of fs/qc (%)
gamma	Total unit weight of soil
gamma'	Effective unit weight of soil
Fines	Fines content [%]
D50	Mean grain size
Dr	Relative Density

DRAFT

sigma	Total vertical stress [atm]
sigma'	Effective vertical stress [atm]
sigC'	Effective confining pressure [atm]
rd	Acceleration reduction coefficient by Seed
a_max.	Peak Ground Acceleration (PGA) in ground surface
mZ	Linear acceleration reduction coefficient X depth
a_min.	Minimum acceleration under linear reduction, mZ
CRRv	CRR after overburden stress correction, CRRv=CRR7.5 * Ksig
CRR7.5	Cyclic resistance ratio (M=7.5)
Ksig	Overburden stress correction factor for CRR7.5
CRRm	After magnitude scaling correction CRRm=CRRv * MSF
MSF	Magnitude scaling factor from M=7.5 to user input M
CSR	Cyclic stress ratio induced by earthquake
CSRfs	CSRfs=CSR*fs1 (Default fs1=1)
fs1	First CSR curve in graphic defined in #9 of Advanced page
fs2	2nd CSR curve in graphic defined in #9 of Advanced page
F.S.	Calculated factor of safety against liquefaction F.S.=CRRm/CSRsf
Cebs	Energy Ratio, Borehole Dia., and Sampling Method Corrections
Cr	Rod Length Corrections
Cn	Overburden Pressure Correction
(N1)60	SPT after corrections, (N1)60=SPT * Cr * Cn * Cebs
d(N1)60	Fines correction of SPT
(N1)60f	(N1)60 after fines corrections, (N1)60f=(N1)60 + d(N1)60
Cq	Overburden stress correction factor
qc1	CPT after Overburden stress correction
dqc1	Fines correction of CPT
qc1f	CPT after Fines and Overburden correction, qc1f=qc1 + dqc1
qc1n	CPT after normalization in Robertson's method
Kc	Fine correction factor in Robertson's Method
qc1f	CPT after Fines correction in Robertson's Method
Ic	Soil type index in Suzuki's and Robertson's Methods
(N1)60s	(N1)60 after settlement fines corrections
CSRm	After magnitude scaling correction for Settlement calculation CSRm=CSRsf / MSF*
CSRfs	Cyclic stress ratio induced by earthquake with user inputed fs
MSF*	Scaling factor from CSR, MSF*=1, based on Item 2 of Page C.
ec	Volumetric strain for saturated sands
dz	Calculation segment, dz=0.050 ft
dsz	Settlement in each segment, dz
dp	User defined print interval
dsp	Settlement in each print interval, dp
Gmax	Shear Modulus at low strain
g_eff	gamma_eff, Effective shear Strain
g*Ge/Gm	gamma_eff * G_eff/G_max, Strain-modulus ratio
ec7.5	Volumetric Strain for magnitude=7.5
Cec	Magnitude correction factor for any magnitude
ec	Volumetric strain for unsaturated sands, ec=Cec * ec7.5
NoLiq	No-Liquefy Soils

References:

1. NCEER Workshop on Evaluation of Liquefaction Resistance of Soils. Youd, T.L., and Idriss, I.M., eds., Technical Report NCEER 97-0022.
SP117. Southern California Earthquake Center. Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for
Analyzing and Mitigating Liquefaction in California. University of Southern California. March 1999.
2. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING AND SEISMIC SITE RESPONSE EVALUATION, Paper No. SPL-2, PROCEEDINGS: Fourth
International Conference on Recent Advances in Geotechnical Earthquake Engineering and Soil Dynamics, San Diego, CA, March 2001.
3. RECENT ADVANCES IN SOIL LIQUEFACTION ENGINEERING: A UNIFIED AND CONSISTENT FRAMEWORK, Earthquake Engineering Research Center,
Report No. EERC 2003-06 by R.B Seed and etc. April 2003.

Note: Print Interval you selected does not show complete results. To get complete results, you should select 'Segment' in Print Interval (Item 12, Page C).

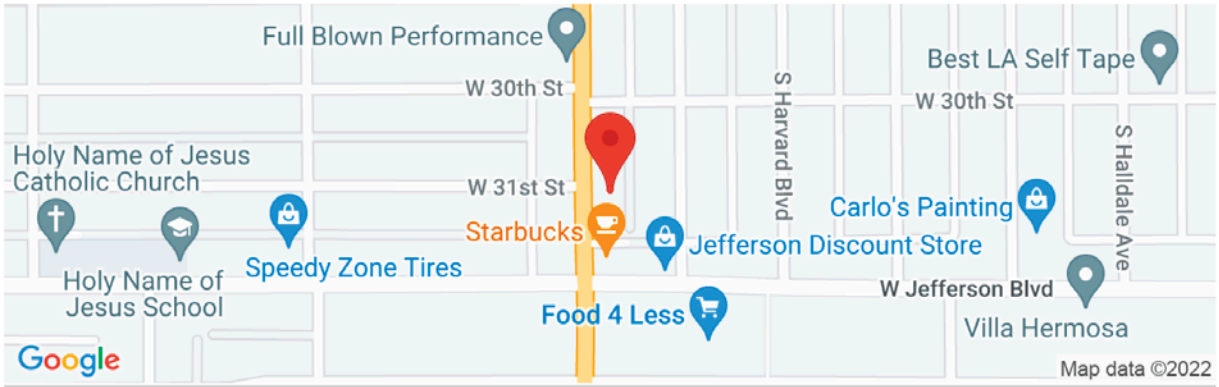
DRAFT

OSHPD

3022 South Western Ave

3022 S Western Ave, Los Angeles, CA 90018, USA

Latitude, Longitude: 34.0264162, -118.308616



Date	8/23/2022, 10:34:59 AM
Design Code Reference Document	ASCE7-16
Risk Category	II
Site Class	D - Stiff Soil

Type	Value	Description
S_S	1.918	MCE_R ground motion. (for 0.2 second period)
S_1	0.679	MCE_R ground motion. (for 1.0s period)
S_{MS}	1.918	Site-modified spectral acceleration value
S_{M1}	null -See Section 11.4.8	Site-modified spectral acceleration value
S_{DS}	1.279	Numeric seismic design value at 0.2 second SA
S_{D1}	null -See Section 11.4.8	Numeric seismic design value at 1.0 second SA

Type	Value	Description
SDC	null -See Section 11.4.8	Seismic design category
F_a	1	Site amplification factor at 0.2 second
F_v	null -See Section 11.4.8	Site amplification factor at 1.0 second
PGA	0.818	MCE_G peak ground acceleration
F_{PGA}	1.1	Site amplification factor at PGA
PGA_M	0.9	Site modified peak ground acceleration
T_L	8	Long-period transition period in seconds
SsRT	1.918	Probabilistic risk-targeted ground motion. (0.2 second)
SsUH	2.117	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration
SsD	2.358	Factored deterministic acceleration value. (0.2 second)
S1RT	0.679	Probabilistic risk-targeted ground motion. (1.0 second)
S1UH	0.752	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration.
S1D	0.789	Factored deterministic acceleration value. (1.0 second)
PGAd	0.951	Factored deterministic acceleration value. (Peak Ground Acceleration)
PGA_{UH}	0.818	Uniform-hazard (2% probability of exceedance in 50 years) Peak Ground Acceleration

Type	Value	Description
C_{RS}	0.906	Mapped value of the risk coefficient at short periods
C_{R1}	0.903	Mapped value of the risk coefficient at a period of 1 s
C_V	1.484	Vertical coefficient

U.S. Geological Survey - Earthquake Hazards Program

Unified Hazard Tool

Please do not use this tool to obtain ground motion parameter values for the design code reference documents covered by the U.S. Seismic Design Maps web tools (e.g., the International Building Code and the ASCE 7 or 41 Standard). The values returned by the two applications are not identical.

Input

Edition
Dynamic: Conterminous U.S. 2014 (u…

Spectral Period
Peak Ground Acceleration

Latitude
Decimal degrees
34.0264162

Time Horizon
Return period in years
2475

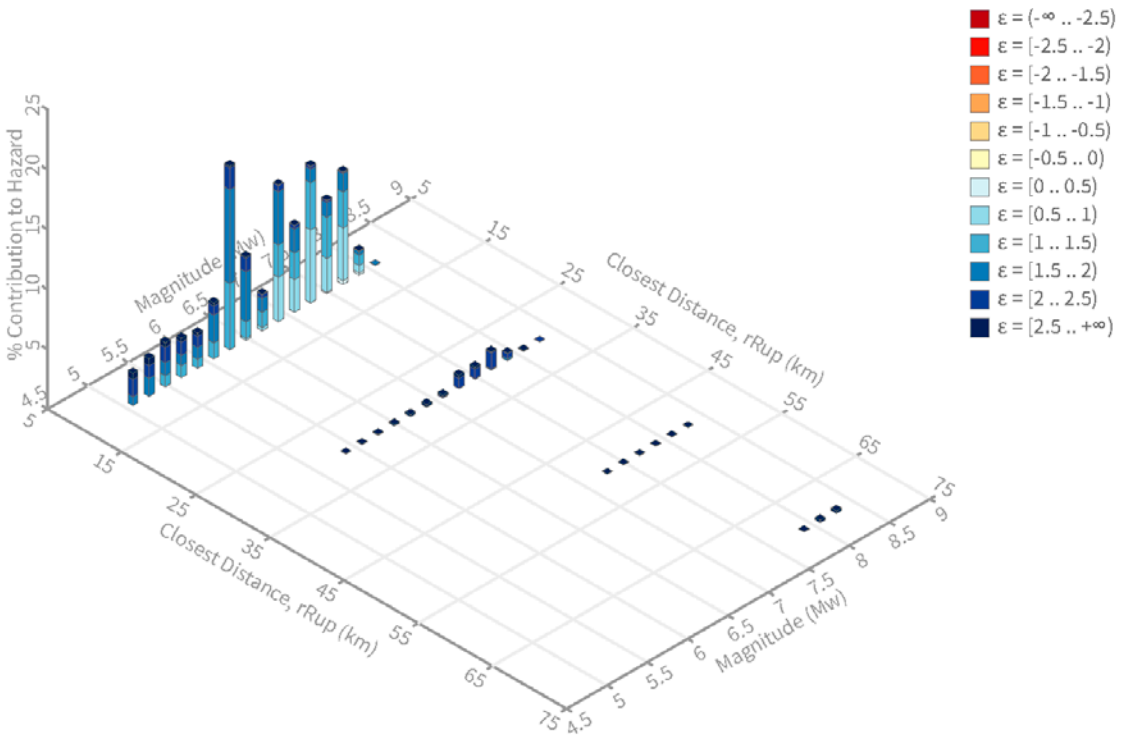
Longitude
Decimal degrees, negative values for western longitudes
-118.308616

Site Class
259 m/s (Site class D)

Deaggregation

Component

Total



Summary statistics for, Deaggregation: Total

Deaggregation targets

Return period: 2475 yrs
Exceedance rate: 0.0004040404 yr^{-1}
PGA ground motion: 0.84228745 g

Recovered targets

Return period: 2968.5189 yrs
Exceedance rate: 0.00033686833 yr^{-1}

Totals

Binned: 100 %
Residual: 0 %
Trace: 0.05 %

Mean (over all sources)

m: 6.77
r: 9.74 km
ε_0: 1.52 σ

Mode (largest m-r bin)

m: 6.35
r: 7.13 km
ε_0: 1.68 σ
Contribution: 15.28 %

Mode (largest m-r-ε_0 bin)

m: 6.35
r: 7.35 km
ε_0: 1.76 σ
Contribution: 7.83 %

Discretization

r: min = 0.0, max = 1000.0, Δ = 20.0 km
m: min = 4.4, max = 9.4, Δ = 0.2
ε: min = -3.0, max = 3.0, Δ = 0.5 σ

Epsilon keys

ε0: [-∞ .. -2.5)
ε1: [-2.5 .. -2.0)
ε2: [-2.0 .. -1.5)
ε3: [-1.5 .. -1.0)
ε4: [-1.0 .. -0.5)
ε5: [-0.5 .. 0.0)
ε6: [0.0 .. 0.5)
ε7: [0.5 .. 1.0)
ε8: [1.0 .. 1.5)
ε9: [1.5 .. 2.0)
ε10: [2.0 .. 2.5)
ε11: [2.5 .. +∞]

Deaggregation Contributors

Source Set ↳ Source	Type	r	m	ε_0	lon	lat	az	%
UC33brAvg_FM32	System							37.45
Newport-Inglewood alt 2 [8]		5.81	6.72	1.42	118.361°W	34.000°N	238.78	7.04
Puente Hills (LA) [1]		3.79	7.16	0.94	118.299°W	34.039°N	33.51	6.85
Compton [3]		12.91	7.39	0.86	118.414°W	33.865°N	208.39	3.90
Elysian Park (Upper) [2]		9.77	6.96	1.68	118.247°W	34.087°N	40.10	3.00
Newport-Inglewood alt 2 [6]		10.46	7.58	0.97	118.305°W	33.933°N	177.92	2.54
Santa Monica alt 2 [0]		8.66	7.44	1.40	118.348°W	34.096°N	335.06	2.17
San Vicente [0]		5.37	6.53	1.40	118.306°W	34.066°N	2.77	1.78
Hollywood [1]		10.03	7.08	1.66	118.331°W	34.113°N	347.73	1.57
Puente Hills (Santa Fe Springs) [1]		16.07	7.08	1.87	118.144°W	33.926°N	126.17	1.24
Compton [2]		12.98	7.12	1.02	118.394°W	33.858°N	202.77	1.24
UC33brAvg_FM31	System							36.06
Newport-Inglewood alt 1 [8]		6.17	6.64	1.49	118.369°W	34.006°N	248.18	8.41
Puente Hills [4]		7.68	7.16	1.28	118.275°W	34.062°N	38.44	4.46
Compton [3]		12.91	7.21	0.92	118.414°W	33.865°N	208.39	3.68
Elysian Park (Upper) [2]		9.77	6.84	1.73	118.247°W	34.087°N	40.10	3.39
Newport-Inglewood alt 1 [6]		10.49	7.58	0.96	118.316°W	33.933°N	183.68	3.34
Elysian Park (Upper) [1]		9.80	6.35	1.97	118.239°W	34.081°N	46.33	1.90
Hollywood [1]		10.03	7.41	1.49	118.331°W	34.113°N	347.73	1.63
Compton [2]		12.98	7.18	1.01	118.394°W	33.858°N	202.77	1.59
Newport-Inglewood alt 1 [7]		6.78	7.47	0.96	118.358°W	33.984°N	223.95	1.28
UC33brAvg_FM32 (opt)	Grid							13.49
PointSourceFinite: -118.309, 34.058		6.09	5.72	1.60	118.309°W	34.058°N	0.00	3.20
PointSourceFinite: -118.309, 34.058		6.09	5.72	1.60	118.309°W	34.058°N	0.00	3.20
PointSourceFinite: -118.309, 34.103		9.09	5.88	1.99	118.309°W	34.103°N	0.00	1.93
PointSourceFinite: -118.309, 34.103		9.09	5.88	1.99	118.309°W	34.103°N	0.00	1.93
UC33brAvg_FM31 (opt)	Grid							12.99
PointSourceFinite: -118.309, 34.058		6.08	5.72	1.61	118.309°W	34.058°N	0.00	3.04
PointSourceFinite: -118.309, 34.058		6.08	5.72	1.61	118.309°W	34.058°N	0.00	3.04
PointSourceFinite: -118.309, 34.103		9.10	5.87	2.00	118.309°W	34.103°N	0.00	1.92
PointSourceFinite: -118.309, 34.103		9.10	5.87	2.00	118.309°W	34.103°N	0.00	1.92

U.S. Geological Survey - Earthquake Hazards Program

Unified Hazard Tool

Please do not use this tool to obtain ground motion parameter values for the design code reference documents covered by the U.S. Seismic Design Maps web tools (e.g., the International Building Code and the ASCE 7 or 41 Standard). The values returned by the two applications are not identical.

Input

Edition
Dynamic: Conterminous U.S. 2014 (u…

Spectral Period
Peak Ground Acceleration

Latitude
Decimal degrees
34.0264162

Time Horizon
Return period in years
475

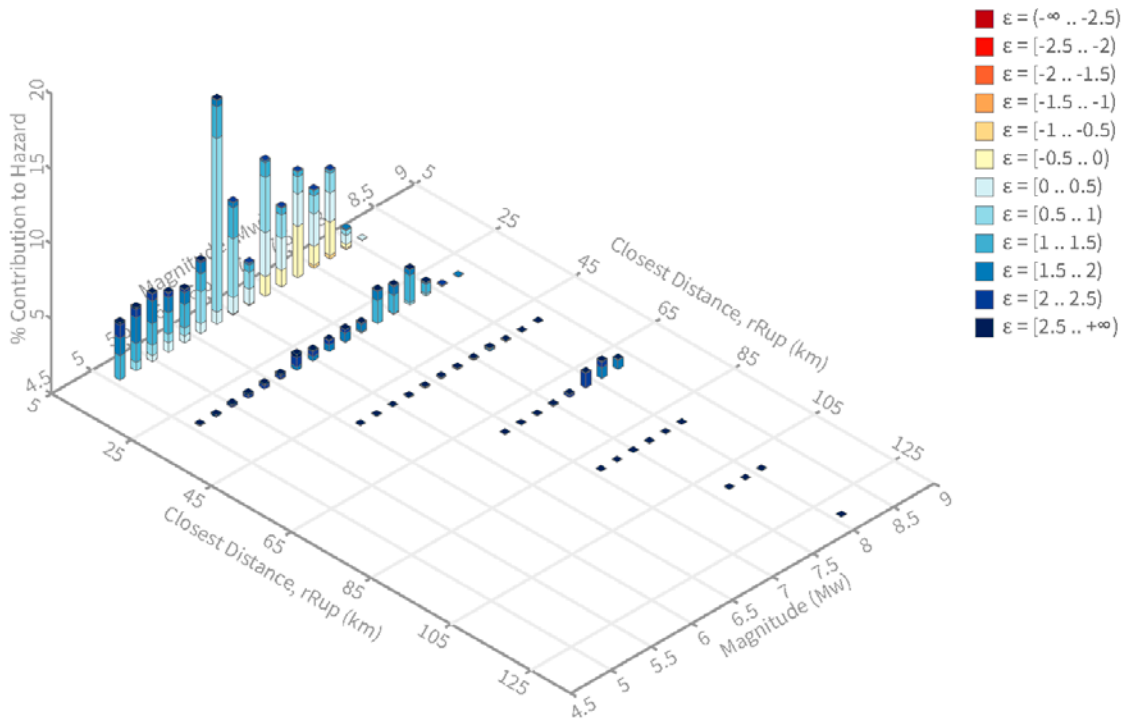
Longitude
Decimal degrees, negative values for western longitudes
-118.308616

Site Class
259 m/s (Site class D)

Deaggregation

Component

Total



Summary statistics for, Deaggregation: Total

Deaggregation targets

Return period: 475 yrs
Exceedance rate: 0.0021052632 yr^{-1}
PGA ground motion: 0.49831293 g

Recovered targets

Return period: 507.30968 yrs
Exceedance rate: 0.0019711826 yr^{-1}

Totals

Binned: 100 %
Residual: 0 %
Trace: 0.12 %

Mean (over all sources)

m: 6.66
r: 13.17 km
ε_0: 0.93 σ

Mode (largest m-r bin)

m: 6.35
r: 7.58 km
ε_0: 0.8 σ
Contribution: 14.95 %

Mode (largest m-r-ε_0 bin)

m: 6.35
r: 6.77 km
ε_0: 0.72 σ
Contribution: 11.58 %

Discretization

r: min = 0.0, max = 1000.0, Δ = 20.0 km
m: min = 4.4, max = 9.4, Δ = 0.2
ε: min = -3.0, max = 3.0, Δ = 0.5 σ

Epsilon keys

ε0: [-∞ .. -2.5)
ε1: [-2.5 .. -2.0)
ε2: [-2.0 .. -1.5)
ε3: [-1.5 .. -1.0)
ε4: [-1.0 .. -0.5)
ε5: [-0.5 .. 0.0)
ε6: [0.0 .. 0.5)
ε7: [0.5 .. 1.0)
ε8: [1.0 .. 1.5)
ε9: [1.5 .. 2.0)
ε10: [2.0 .. 2.5)
ε11: [2.5 .. +∞]

Deaggregation Contributors

Source Set ↳ Source	Type	r	m	ε_0	lon	lat	az	%
UC33brAvg_FM31	System							33.98
Newport-Inglewood alt 1 [8]		6.17	6.58	0.58	118.369°W	34.006°N	248.18	7.04
Elysian Park (Upper) [2]		9.77	6.79	0.79	118.247°W	34.087°N	40.10	3.46
Puente Hills [4]		7.68	7.13	0.34	118.275°W	34.062°N	38.44	3.18
Elysian Park (Upper) [1]		9.80	6.35	1.03	118.239°W	34.081°N	46.33	2.29
Compton [3]		12.91	7.20	-0.06	118.414°W	33.865°N	208.39	2.02
Newport-Inglewood alt 1 [6]		10.49	7.57	0.03	118.316°W	33.933°N	183.68	1.90
Palos Verdes [13]		21.67	7.19	1.50	118.455°W	33.874°N	218.56	1.44
Hollywood [1]		10.03	7.35	0.60	118.331°W	34.113°N	347.73	1.40
San Andreas (Mojave S) [7]		60.28	8.06	2.04	118.019°W	34.513°N	26.07	1.40
UC33brAvg_FM32	System							33.18
Newport-Inglewood alt 2 [8]		5.81	6.64	0.51	118.361°W	34.000°N	238.78	5.63
Puente Hills (LA) [1]		3.79	7.15	-0.02	118.299°W	34.039°N	33.51	3.83
Elysian Park (Upper) [2]		9.77	6.93	0.74	118.247°W	34.087°N	40.10	2.93
Compton [3]		12.91	7.37	-0.11	118.414°W	33.865°N	208.39	2.06
Santa Monica alt 2 [0]		8.66	7.40	0.47	118.348°W	34.096°N	335.06	1.71
Hollywood [1]		10.03	6.99	0.78	118.331°W	34.113°N	347.73	1.56
Newport-Inglewood alt 2 [6]		10.46	7.56	0.05	118.305°W	33.933°N	177.92	1.46
Puente Hills (Santa Fe Springs) [1]		16.07	7.04	0.96	118.144°W	33.926°N	126.17	1.44
San Andreas (Mojave S) [7]		60.28	8.05	2.04	118.019°W	34.513°N	26.07	1.40
San Vicente [0]		5.37	6.46	0.48	118.306°W	34.066°N	2.77	1.38
Palos Verdes [13]		21.67	7.24	1.49	118.455°W	33.874°N	218.56	1.36
UC33brAvg_FM32 (opt)	Grid							16.64
PointSourceFinite: -118.309, 34.058		6.15	5.66	0.83	118.309°W	34.058°N	0.00	2.60
PointSourceFinite: -118.309, 34.058		6.15	5.66	0.83	118.309°W	34.058°N	0.00	2.60
PointSourceFinite: -118.309, 34.103		9.38	5.76	1.26	118.309°W	34.103°N	0.00	2.30
PointSourceFinite: -118.309, 34.103		9.38	5.76	1.26	118.309°W	34.103°N	0.00	2.30
UC33brAvg_FM31 (opt)	Grid							16.19
PointSourceFinite: -118.309, 34.058		6.15	5.66	0.83	118.309°W	34.058°N	0.00	2.47
PointSourceFinite: -118.309, 34.058		6.15	5.66	0.83	118.309°W	34.058°N	0.00	2.47
PointSourceFinite: -118.309, 34.103		9.39	5.76	1.26	118.309°W	34.103°N	0.00	2.30
PointSourceFinite: -118.309, 34.103		9.39	5.76	1.26	118.309°W	34.103°N	0.00	2.30

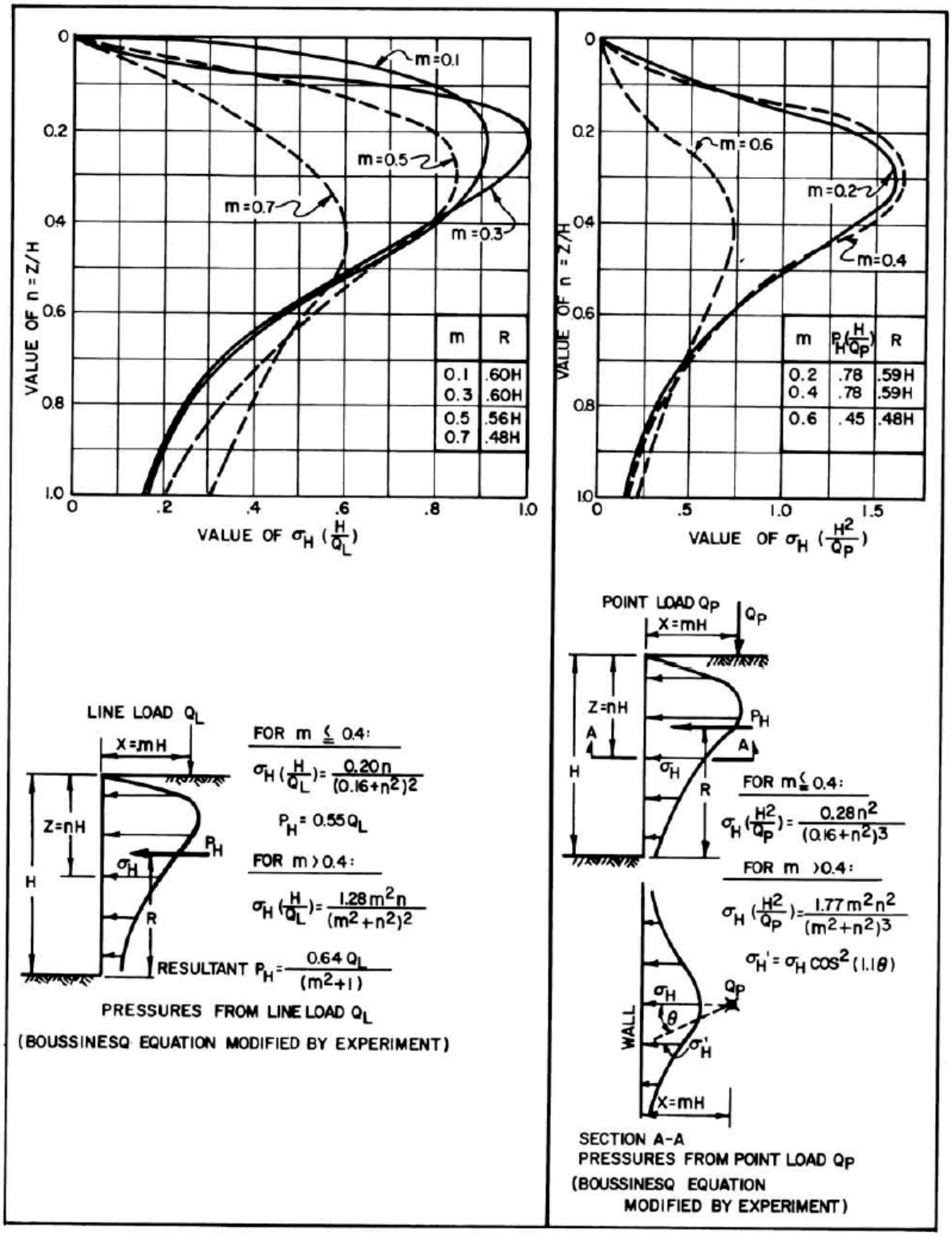


FIGURE 11
Horizontal Pressures on Rigid Wall from Surface Load

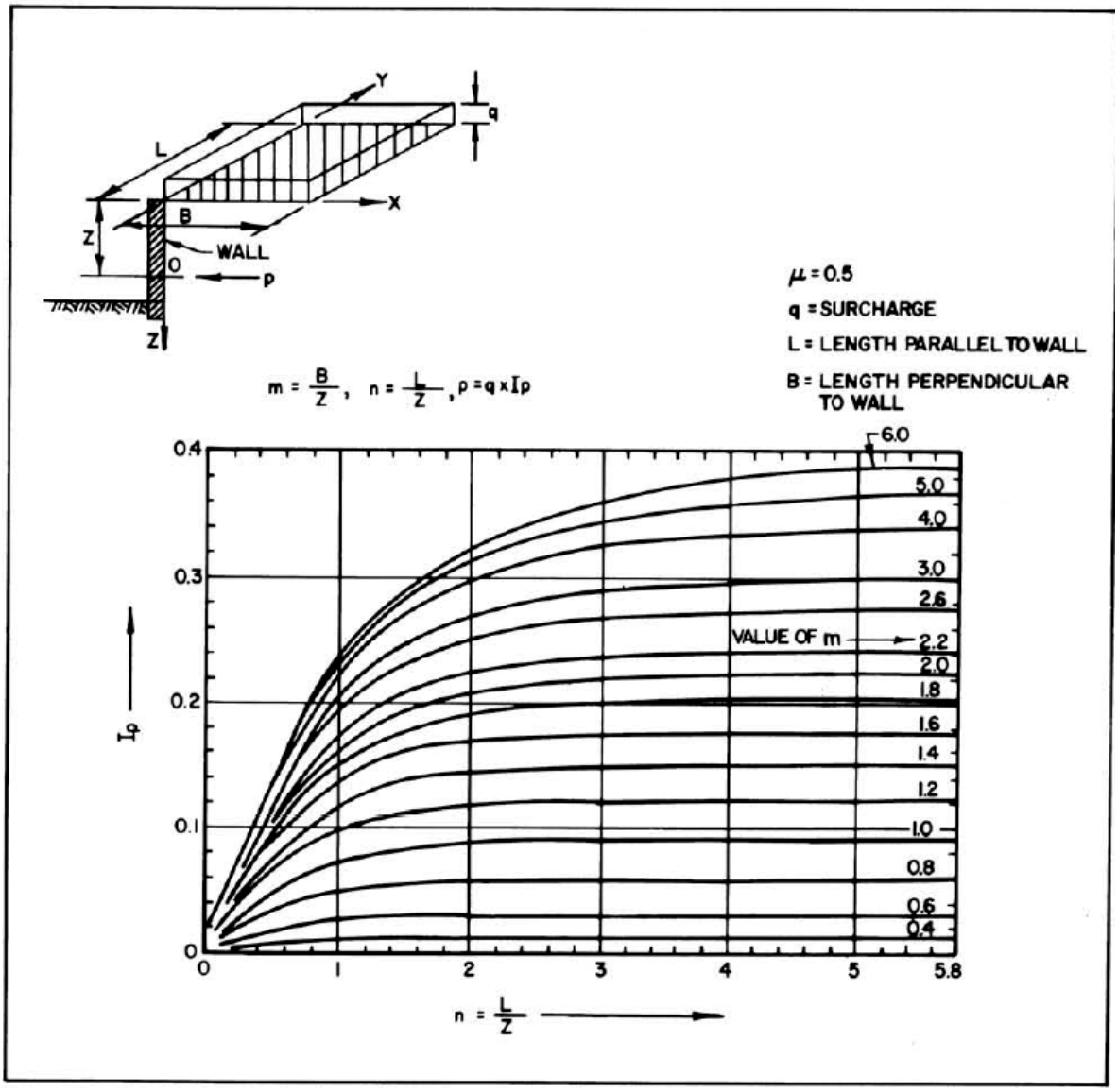


FIGURE 12
Lateral Pressure on an Unyielding Wall due to
Uniform Rectangular Surface Load

APPENDIX IV

REFERENCES

1. Bowles, Joseph, E., Foundation Analysis and Design (McGraw-Hill, New York: 1988).
2. California Department of Conservation, Division of Mines and Geology, 1998, Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada.
3. California Department of Conservation, Division of Mines and Geology, March 25, 1999, State of California Seismic Hazard Zones Map of the Hollywood Quadrangle.
4. California Department of Conservation, Division of Mines and Geology, 1998, Seismic Hazard Zone Report for the Hollywood 7.5 Minute Quadrangle, Los Angeles County, California. Seismic Hazard Zone Report 026.
5. Dibblee, T. W. Jr., 1991, Geologic Map of the Hollywood and Burbank (South 1/2) Quadrangles, Los Angeles County, California: Dibblee Geological Foundation.
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7. Naval Facilities Engineering Command Foundations and Earth Structures - Design Manual 7.02 (Naval Publications and Forms Center, Philadelphia: 1986).
8. Poulos, H. G., and Davis, E. H., Pile Foundation Analysis and Design (Wiley & Sons, New York: 1980).
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DRAFT

ENVIRO ASSESSMENT, PC
Environmental • Hydro • Geology

PHASE I ENVIRONMENTAL SITE ASSESSMENT

WESTERN AVENUE PROPERTY
3104 SOUTH WESTERN AVENUE
LOS ANGELES, CA 90018

Project Number 2018-03-020

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PHASE I ENVIRONMENTAL SITE ASSESSMENT
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Howard Edmund Enterprises
Sabrina Campbell
2845 East Spring Street
Long Beach, CA 90806
(562) 449-6274
sabrina@howardedmund.com

Subject: Phase I Environmental Site Assessment Report:
Western Avenue Property
3104 South Western Avenue
Los Angeles, CA 90018
APN(s): 5053-008-006

Dear Ms. Campbell:

As requested, Enviro Assessment, PC (Enviro Assessment) has prepared a Phase I Environmental Site Assessment (ESA) for 3104 South Western Avenue, Los Angeles, CA 90018. The Property is identified by its APN(s) as 5053-008-006. For the purpose of this report, the term "Property" shall refer to either one property or multiple properties. This report was produced in accordance with the American Society for Testing and Materials (ASTM) International Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM International E1527-13) and is compliant with the All Appropriate Inquiries (AAI) rule.

1. EXECUTIVE SUMMARY

A Phase I Environmental Site Assessment has been conducted for the Property. The Findings, Opinion, and Conclusions are provided below:

The Property is located at 3104 South Western Avenue, Los Angeles, CA 90018. The Property is identified by its APN(s) as 5053-008-006. The Property is currently a vacant lot being used as a recycling center.

The Property was not listed in the ERIS Report.

The ERIS Report was reviewed for any adjoining and/or surrounding sites which may pose a risk of significant environmental concern to the Property. Three (3) sites of potential concern were identified in the surrounding area. Please refer to Sections 5.5 and 5.6 of this report for additional details on these sites.

The Unplottable Report was reviewed. No sites were listed that were within the search radius of the Property.

Based on the aerial photos, topographic maps, Fire Insurance Maps, and City Directory listings of the site, in addition to information obtained while conducting interviews, the Property was developed with a residential structure sometime before 1907. By 1950, the original structure was removed, and three commercial structures were developed along the western boundary. First use is undetermined, as the site existed as a residential property dating back to the first located Fire Map from 1907. Historical use of the site includes, but is not limited to, a residence, a cleaning agency, a restaurant, a store front, an auto sales lot and its most recent use as a recycling center.

Interviews were conducted with individuals and local government agencies in an attempt to obtain any information indicating Recognized Environmental Conditions in connection with the Property. Please refer to Section 7 of this report for additional details on these interviews.

Enviro Assessment personnel identified no significant observable contaminated areas on the Property during the site reconnaissance. Several odd-shaped patches to the asphalt were observed throughout the site.

All available standard historical sources have been reviewed in an attempt to identify the likelihood of past uses of the Property and surrounding area, having led to Recognized Environmental Conditions (RECs) in connection with the site. No significant environmental concerns have been identified based on the historical use of the Property or surrounding area.

The Property was not listed in the ERIS Report; therefore, no RECs were identified from database listings.

The ERIS Report was reviewed for any adjoining, surrounding, or Unplottable Sites which may pose a risk of significant environmental concern to the Property. Based on the description of the cases, the type of database listings, the amount of past regulatory oversight, and the relative distances to the Property, the sites listed are not anticipated to impact the Property at this time.

Enviro Assessment personnel did not observe any visible RECs related to the Property. Several odd-shaped patches in the asphalt were observed. No other information was discovered to implicate these patches as anything pertinent; therefore, this presence of the patches is considered a de minimis condition.

No significant environmental concerns were identified during the interviews conducted for the Property.

Enviro Assessment has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM International Standard E1527-13 practice for the Property located at 3104 South Western Avenue, Los Angeles, CA 90018. The Property is identified by its APN(s) as 5053-008-006. Any exceptions to, or deletions from, this practice are described in the Limitations Section of this report. This assessment has revealed no evidence of Recognized Environmental Conditions in connection with the Property.

2. INTRODUCTION

2.1 Purpose

The purpose of this Phase I Environmental Site Assessment is to identify, to the extent feasible, Recognized Environmental Conditions (REC) in connection with the Property. The report follows the processes prescribed by the AAI rule and in ASTM International Standard E1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. As defined by ASTM International E1527-13, §1.1.1, the term "Recognized Environmental Conditions" refers to:

> *The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions.*

2.2 Detailed Scope-of-Service

The scope of work performed for this Phase I Environmental Site Assessment report includes:

- Collecting and reviewing available environmental related information concerning the Property and other data pertinent to the specific site per the ASTM International Standard E1527-13;
- Conducting a site visit to observe current site uses, observe adjacent land use, and gather data on possible spills, or misuse of chemicals that could be considered a REC;

- Contacting appropriate regulatory personnel and reviewing regulatory files regarding the Property in question.

No additional non-scope considerations per Section 13 of the ASTM International Standard E1527-13 were included in this Phase I Environmental Assessment report.

2.3 Significant Assumptions

No significant assumptions were made in this assessment.

2.4 Limitations and Exceptions

Limitations

This report is applicable only for the project and site studied. Report findings and statements of professional opinion do not constitute a guarantee or warranty, expressed or implied. This report contains information and data provided by others; Enviro Assessment in no way warrants the accuracy or completeness of the information provided by those sources. Enviro Assessment's services are performed in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. This report is prepared using the ASTM International Standard E1527-13 and includes several inherent limitations, including but not limited to: Section 4.5.1 - Uncertainty Not Eliminated, Section 4.5.2 - Not Exhaustive, Section 7.4 - No Sampling, and Section 7.5.2.1 - Reliance. This report was requested to be produced within a specific time frame. Any information received within 20 days following this production date would be included in an addendum letter. This could include RECs that were not previously defined.

Exceptions

No exceptions to or deviations from the ASTM International Standard E1527-13 was made during the course of work, with the exception of the following:

- No interviews were conducted with local agencies as part of this assessment. Relevant local agencies for the area have policies of referring requests for interviews to their file review departments.

- A complete list of previous occupants of the Property was not located; therefore, no determination can be made based on every previous use of the Property.
- A complete history in five-year intervals was not reasonably ascertainable.
- All obvious uses of the Property dating back to the first developed use, or back to 1940, were not obtainable for this report using the standard historical sources cited in the ASTM International Standard 1527-13 in Sections 8.3.4.1 through 8.3.4.8.

These limitations are not anticipated to represent a significant data gap for the investigation.

2.5 Special Terms and Conditions

Enviro Assessment has been authorized by Sabrina Campbell on behalf of Howard Edmund Enterprises to perform a Phase I Environmental Site Assessment of the Property. It is Enviro Assessment's understanding that Howard Edmund Enterprises will use the information contained in this report for due diligence purposes as part of the purchase of the Property, and to qualify as "Innocent Landowner" under CERCLA. Without prior written consent of the client, Enviro Assessment will keep confidential, and not disclose to any person or entity, any data or information provided by the client or generated in conjunction with the performance of this study, except when required by law. Provisions of confidentiality shall not apply to data or information obtained from the public domain or acquired from third parties not under obligation to the client to maintain confidentiality.

2.6 User Reliance

This report was prepared for the exclusive use of Howard Edmund Enterprises. No other person or entity is entitled to rely upon this report without the specific written authorization of Enviro Assessment. Such reliance is subject to the same limitations, terms, and conditions as the original contract with the client. Enviro Assessment specifically disclaims any responsibility for any unauthorized use of this report. Based on the ASTM International Standard, this Phase I report expires 180 days from the date the work was conducted.

3. SITE DESCRIPTION

3.1 Location and Legal Description

The Property is located at 3104 South Western Avenue, Los Angeles, CA 90018. The Property is identified by its APN(s) as 5053-008-006. A Vicinity and Site Map are located on Plates A1 and B1, respectively.

3.2 Site and Vicinity General Characteristics

The Property is relatively flat and consists of an approximately 0.13-acre parcel. The Property is located on the east side of South Western Avenue, between West Jefferson Boulevard, approximately 200 feet to the south, and West 30th Street, approximately 400 feet to the north, within the central portion of the city of Los Angeles, California. The surrounding area consists of a mix of commercial, institutional and residential properties. The city of Los Angeles is located on the north end of the Los Angeles Basin, between the Pacific Ocean to the west and south, Santa Monica Mountains to the north, San Gabriel Mountains to the northeast, and the Inland Empire metropolitan area to the east.

3.3 Description of Improvements on Property

The Property consists of an approximately 0.13-acre paved asphalt drive/parking area, currently being used as a recycling center.

3.4 Current Uses of the Adjoining Properties

Aerial imagery and parcel data were reviewed in an attempt to determine the types of use of the adjoining properties. The following observations are discussed below:

Direction	Type of Use
North	Commercial/vacant lot
South	Multi-family residential
East	Single-family residential
West	Institutional and commercial

4. USER PROVIDED INFORMATION

4.1 Title Records

Chain of title reports were not provided by the client for use in preparing this report. A Preliminary Title Report was reviewed for pertinent title records and/or judicial records. No records were identified that would appear as a significant environmental condition.

4.2 Environmental Liens or Activity and Use Limitations

No additional information was provided identifying actual knowledge of environmental liens or activity and use limitations recorded against the Property. Included in the records review section is a search of state deed restrictions, liens, and use limitations.

4.3 Specialized Knowledge

No information was provided identifying specialized knowledge or experience that is material to Recognized Environmental Conditions in connection with the Property.

4.4 Commonly Known or Reasonably Ascertainable Information

No information was provided identifying knowledge of commonly known or reasonably ascertainable information related to the Property.

4.5 Valuation Reduction for Environmental Issues

No information was provided identifying knowledge of valuation reduction of the Property.

4.6 Owner, Property Manager, and Occupant Information

Information provided by the owner of the Property is discussed in Section 7 of this report.

4.7 Reason for Performing Phase I

The Phase I has been requested by Sabrina Campbell on behalf of Howard Edmund Enterprises for due diligence purposes as part of the purchase of the Property, and to qualify as “Innocent Landowner” under CERCLA.

4.8 Other

No other information related to the Property was provided for review.

5. RECORDS REVIEW

5.1 Standard and Additional Environmental Records

The Environmental Records used for this Phase One ESA were obtained through Environmental Risk Information Services (ERIS®) of Austin, TX. The search radius used for each of the records is listed below and is based on the ASTM International Standard E1527-13 Sections; 8.2.1 and 8.2.3. The date of each of the government records searched and the date ERIS® obtained the records are listed in the ERIS® Report (attached). In addition to the search results, lists of sites which may be located within the search area but due to lack of information cannot be accurately located are provided (Unplottable Sites). The Unplottable Report is reviewed, and all sites which may be included in the search radius have been included in this report.

5.2 Database Results

For the full name, description, and the date each of the databases were last updated, please refer to the Government Records section of the ERIS® Report.

Database	Property	Adjoining Property	Search Distance (Miles)	0.125	0.250	0.500	1.000	Total
NPL			1.000	0	0	0	0	0
PROPOSED NPL			1.000	0	0	0	0	0
DELETED NPL			0.500	0	0	0	NR	0
SEMS			0.500	0	0	0	NR	0
SEMS ARCHIVE			0.500	0	0	0	NR	0
CERCLIS			0.500	0	0	0	NR	0
CERCLIS NFRAP			0.500	0	0	0	NR	0
CERCLIS LIENS			PO	NR	NR	NR	NR	0
RCRA CORRACTS			1.000	0	0	0	0	0
RCRA TSD			0.500	0	0	0	NR	0

Database	Property	Adjoining Property	Search Distance (Miles)	0.125	0.250	0.500	1.000	Total
RCRA LQG			0.250	0	0	NR	NR	0
RCRA SQG			0.250	1	1	NR	NR	2
RCRA CESQG			0.250	0	0	NR	NR	0
RCRA NON GEN			0.250	0	0	NR	NR	0
FED ENG			0.500	0	0	0	NR	0
FED INST			0.500	0	0	0	NR	0
ERNS 1982 TO 1986			PO	NR	NR	NR	NR	0
ERNS 1987 TO 1989			PO	NR	NR	NR	NR	0
ERNS			PO	NR	NR	NR	NR	0
FED BROWNFIELDS			0.500	0	0	0	NR	0
FEMA UST			0.250	0	0	NR	NR	0
SEMSL IEN			PO	NR	NR	NR	NR	0
RESPONSE			1.000	0	0	0	0	0
ENVIROSTOR			1.000	0	0	0	1	1
DELISTED ENVS			1.000	0	0	0	0	0
SWF/LF			0.500	0	0	0	NR	0
HWP			1.000	0	0	0	0	0
LDS			0.500	0	0	0	NR	0
LUST			0.500	0	0	3	NR	3
DELISTED LST			0.500	0	0	0	NR	0
UST			0.250	0	0	NR	NR	0
UST CLOSURE			0.500	0	0	0	NR	0
HHSS			0.250	0	0	NR	NR	0
AST			0.250	0	0	NR	NR	0
DELISTED TNK			0.250	2	0	NR	NR	2
CERS TANK			0.250	0	0	NR	NR	0
DELISTED HAZ			0.500	0	0	0	NR	0
LUR			0.500	0	0	0	NR	0
HLUR			0.500	0	0	0	NR	0
DEED			0.500	0	0	0	NR	0
VCP			0.500	0	0	0	NR	0
CLEANUP SITES			0.500	0	0	0	NR	0
CERS HAZ			0.125	3	NR	NR	NR	3
CELISTED CTNK			0.250	0	0	NR	NR	0
HIST TANK			0.250	0	0	NR	NR	0
INDIAN LUST			0.500	0	0	0	NR	0

Database	Property	Adjoining Property	Search Distance (Miles)	0.125	0.250	0.500	1.000	Total
INDIAN UST			0.250	0	0	NR	NR	0
DELISTED ILST			0.500	0	0	0	NR	0
DELISTED IUST			0.250	0	0	NR	NR	0
DELISTED COUNTY			0.250	0	0	NR	NR	0
BURBANK CUPA			0.250	0	0	NR	NR	0
ELSEGUNDO UST			0.250	0	0	NR	NR	0
SANTAFESP UST			0.250	0	0	NR	NR	0
SANTAMON AST			0.250	0	0	NR	NR	0
SANTAMON CUPA			0.250	0	0	NR	NR	0
SANTAMON HAZ			0.250	0	0	NR	NR	0
SANTAMON HW			0.250	0	0	NR	NR	0
SANTA MONICA UST			0.250	0	0	NR	NR	0
TORRANCE UST			0.250	0	0	NR	NR	0
VERNON CUPA			0.250	0	0	NR	NR	0
VERNON UST			0.250	0	0	NR	NR	0
LA HMS			0.250	0	0	NR	NR	0
LA LONGB UST			0.250	0	0	NR	NR	0
LA SWF			0.500	0	0	0	NR	0
UST LA CITY			0.250	1	1	NR	NR	2
AST LA CITY			0.250	0	0	NR	NR	0
LA CITY HAZMAT			0.250	9	3	NR	NR	12
FINDS/FRS			PO	NR	NR	NR	NR	0
TRIS			PO	NR	NR	NR	NR	0
HMIRS			0.125	0	NR	NR	NR	0
NCDL			PO	NR	NR	NR	NR	0
ODI			0.500	0	0	0	NR	0
IODI			0.500	0	0	0	NR	0
TSCA			0.125	0	NR	NR	NR	0
HIST TSCA			0.125	0	NR	NR	NR	0
FTTS ADMIN			PO	NR	NR	NR	NR	0
FTTS INSP			PO	NR	NR	NR	NR	0
PRP			PO	NR	NR	NR	NR	0

Database	Property	Adjoining Property	Search Distance (Miles)	0.125	0.250	0.500	1.000	Total
SCRD DRYCLEANER			0.500	0	0	0	NR	0
ICIS			PO	NR	NR	NR	NR	0
FED DRYCLEANERS			0.250	0	0	NR	NR	0
DELISTED FED DRY			0.250	0	0	NR	NR	0
FUDS			1.000	0	0	0	0	0
MLTS			PO	NR	NR	NR	NR	0
HIST MLTS			PO	NR	NR	NR	NR	0
MINES			0.250	0	0	NR	NR	0
ALT FUELS			0.250	0	0	NR	NR	0
SUPERFUND ROD			1.000	0	0	0	0	0
SSTS			0.250	0	0	NR	NR	0
PCB			0.500	0	0	0	NR	0
INSP COMP ENF			1.000	0	0	0	0	0
CDL			0.125	1	NR	NR	NR	1
SCH			1.000	0	0	0	0	0
CHMIRS			PO	NR	NR	NR	NR	0
SWAT			0.500	0	0	0	NR	0
HAZNET		X	PO	2	NR	NR	NR	2
SWRCB SWF			0.500	0	0	0	NR	0
HWSS CLEANUP			0.500	0	0	0	NR	0
DTSC HWF			0.500	0	0	0	NR	0
HIST MANIFEST			PO	NR	NR	NR	NR	0
HIST CHMIRS			PO	NR	NR	NR	NR	0
HIST CORTESE			0.500	0	0	0	NR	0
CDO/CAO			0.500	0	0	0	NR	0
DRYCLEANERS			0.250	0	0	NR	NR	0
DELISTED DRYC			0.250	0	0	NR	NR	0
WASTE DISCHG			0.250	0	0	NR	NR	0
EMISSIONS			0.250	1	0	NR	NR	1
LA SML			0.500	0	0	0	NR	0

5.3 Methodology of Records Review

Enviro Assessment conducts *Regulatory Agency File and Records Reviews* in accordance with ASTM International Standard E1527-13; sections 8.1.1 through 8.1.8. *The purpose of the regulatory file review is to obtain sufficient information to assist the environmental professional in determining if a recognized environmental condition, historical recognized environmental condition, controlled recognized environmental condition, or a de minimis condition exists at the property.*

Standard historical sources (8.3.4.1) that are *practically reviewable* (3.2.96) and *publicly available* (3.2.72) have been examined by Enviro Assessment personnel. Records that are not *practically reviewable* were not used to determine any professional opinion in regard to potential impacts to the Property. This review of the *standard historical sources* includes case files that meet the definition requirements of a *recognized environmental condition, historical recognized environmental condition, controlled recognized environmental condition, or a de minimis condition.* Please refer to the ERIS Report and appendices attached to this report for further details. (Terms and definitions in italics denote direct references from ASTM International Standard E1527-13.)

5.4 Subject Property

The Property was not listed in the ERIS records searched.

5.5 Adjoining Properties

The ERIS Report was reviewed for any adjoining sites which may pose a risk of significant environmental concern to the Property. The following sites of potential environmental concern are discussed below:

- DENTAL HEALTH CENTER at 3101 South Western Avenue is an adjoining property to the northwest and was listed in the HAZNET database in 2001. No other pertinent information was given in the listing. No impact to the Property is anticipated from this site based on the regulatory nature of the database.
- TRAFFIC MANAGEMENT, INC at 3100 South Western Avenue is an adjoining property to the north and was listed in the HAZNET database in 2016. No other pertinent information was given in the listing. No impact to the Property is anticipated from this site based on the regulatory nature of the database.

5.6 Surrounding Properties

The ERIS Report was reviewed for any surrounding sites which may pose a risk of significant environmental concern to the Property. The following sites of potential environmental concern are discussed below:

- JOHN'S VILLAGE CLEANERS, JOHN (AKA: JOHN'S VILLAGE and JOHN VILLAGE CL) at 1776 West Jefferson Boulevard is located 0.02 miles to the southeast and was listed in the EMISSSIONS, LA CITY HAZMAT and RCRA SQG databases. This site is a small quantity generator of hazardous waste in association with use as a dry cleaner, and has no violations listed. No other pertinent information was given in the listing. No impact to the Property is anticipated from this site based on the distance and regulatory nature of the listings.

The remaining cases listed in the ERIS Report were for regulatory database listings, permitted facilities listings, closed/remediated cases, and historical database listings; including sites which based on their distances are not anticipated to impact the Property. Please refer to the Appendix for further details on these sites.

5.7 Unplottable Sites

The Unplottable Report was reviewed; no sites are listed that are within the search radius of the Property.

5.8 Physical Setting Sources

According to the most recent USGS Topographic maps covering the Property and vicinity, the Property is relatively flat and lies at approximately 162 feet above mean sea-level.

5.9 Historical Use Information on the Property and Adjoining Properties

Aerial Photographs

Aerial photographs of the Property were reviewed as part of this investigation. The results are discussed below:

Date	Photo Description
1928	Poor quality photo, ERIS Aerial photos • Property: Consists of a residential structure on the western portion, a small shed on the southeastern corner and vacant land on the central and eastern portions. • Adjoining Properties: Consist of structures to the north, east and south, and a large, landscaped yard to the west, associated with a residential structure. • Surrounding Area: South Western Avenue and West Jefferson Boulevard are visible to the west and south, respectively. The surrounding area consists of residential and commercial properties, and most present-day streets.
1938	Poor quality photo, ERIS Aerial photos • Property: Relatively unchanged. • Adjoining Properties: Relatively unchanged. • Surrounding Area: A presumed fueling station has been developed to the south.
1948	Poor quality photo • Property: Relatively unchanged. • Adjoining Properties: A large parking lot has replaced the landscaped yard to the west, associated with several small stores located on the northeast and southern portion of the lot. • Surrounding Area: Relatively unchanged.
1952	• Property: The residential structure has been removed and three small structures have been developed along the western boundary. • Adjoining Properties: A structure has been developed to the west. • Surrounding Area: Relatively unchanged.
1964	• Property: Relatively unchanged. • Adjoining Properties: Relatively unchanged. • Surrounding Area: The fueling station, has been remodeled to the south on the northeast corner of South Western Avenue and West Jefferson Boulevard, and the remainder of the lot cleared, and a second fueling station has been developed across the street to the west.
1972	• Property: The structures have been removed, and the lot is now vacant. • Adjoining Properties: The present-day commercial structures have been developed to the west. • Surrounding Area: The structures have been removed to the south, and a large parking lot has been developed.

Date	Photo Description
1976	Poor quality photo • Property: No individual features are discernible. • Adjoining Properties: Appear relatively unchanged. • Surrounding Area: The area has been fully developed.
1980	• Property: The site has what are presumed to be vehicles parked along the southern boundary and on the northeastern portions. • Adjoining Properties: Present-day structures have been developed to the east. • Surrounding Area: Most present-day structures have been developed in the surrounding areas.
1989	Poor quality photo • Property: Relatively unchanged. • Adjoining Properties: The structure to the south has been removed. • Surrounding Area: The fueling station to the southwest has been remodeled.
2003	• Property: Relatively unchanged. • Adjoining Properties: Relatively unchanged. • Surrounding Area: Relatively unchanged.
2005	• Property: Portable structures have been placed on the site and it has been developed into the present-day recycling center. • Adjoining Properties: Relatively unchanged. • Surrounding Area: Relatively unchanged.
2008	• Property: Relatively unchanged. • Adjoining Properties: The present-day structure has been developed to the south. • Surrounding Area: Relatively unchanged.
2011	• Property: Relatively unchanged. • Adjoining Properties: The vacant lot to the north is now being used as a parking lot. • Surrounding Area: Relatively unchanged.
2012	• Property: Relatively unchanged. • Adjoining Properties: A structure has been developed on the property to the north. • Surrounding Area: The property to the northwest is being redeveloped.
2013	• Property: Relatively unchanged. • Adjoining Properties: The present-day structure has been developed to the north. • Surrounding Area: Development continues to the northwest.
2017	• Property: Relatively unchanged, and similar to present day. • Adjoining Properties: Relatively unchanged. • Surrounding Area: Relatively unchanged.

These photos are included in the Appendix.

Historical Topographic Maps

Topographic maps of the Property were reviewed as part of this investigation. The results are discussed below:

Date	Map Description
1894	15 Minute USGS Topo Map. The Property is depicted without structures in a relatively flat area. City streets are shown in block formation around the area. Two structures are illustrated to the east and northeast.
1926	7.5 Minute USGS Topo Map. One structure is depicted on the western portion. Numerous large and small structures are shown throughout the area, including a church to the north and a school to the southwest. A contour line is illustrated running through the central portion of the site, depicting a very slight southwestern slope. South Western Avenue is now shown as a highway.
1966 - Revised 1981	7.5 Minute Google Earth Pro Topo Map. The Property and surrounding area are now shaded to represent their inclusion within city limits. A contour line is depicted on the northeastern portion. All area roadways have been developed, and the church to the north and school to the southwest are still present on this map.

These maps are included in the Appendix.

Fire Insurance Maps

An attempt was made by ERIS to obtain Fire Insurance Maps (FIM) for the period covering the years 1866 through the present in order to determine what types of activities were conducted on the Property and on adjoining properties. FIM coverage was available for the Property and surrounding area. The results are discussed below:

Date	Map Description
1907	• Property: Consists of a dwelling on the western portion. • Adjoining Properties: Consist of vacant lots to the north and south, and dwellings to the east and west. • Surrounding Area: The surrounding area consists of primarily residential properties, with the heaviest development to the north and northeast. A bowling alley and vacant dance hall connected to a couple of stores are represented to the east and southeast, respectively.
1922	• Property: Relatively unchanged. • Adjoining Properties: A dwelling has been developed to the north, and the property to the west has been redeveloped with three (3) dwellings.

Date	Map Description
	• Surrounding Area: The area has been substantially developed with dwellings in all directions. The bowling alley, dance hall, and stores have been removed, the land subdivided, and redeveloped with a mixture of residential and commercial properties.
1950	• Property: The dwelling has been removed and three (3) small stores have been developed along the western boundary. • Adjoining Properties: A store, office and warehouse have been developed to the south, and the dwellings to the west have been removed and replaced with stores. • Surrounding Area: The area to the west and southwest is being redeveloped with larger commercial structures. A fueling station has been developed to the south on the corner of South Western Avenue and West Jefferson Boulevard.
1954	• Property: Relatively unchanged. • Adjoining Properties: The structure to the northwest is now a restaurant. • Surrounding Area: Relatively unchanged.
1955	• Property: Relatively unchanged. • Adjoining Properties: Relatively unchanged. • Surrounding Area: Relatively unchanged. The area south of West Jefferson Boulevard is not represented on the map.
1956	• Property: Relatively unchanged. • Adjoining Properties: Relatively unchanged. • Surrounding Area: Relatively unchanged.
1960	• Property: The northern structure is now a restaurant; the other structures remain labeled as stores. • Adjoining Properties: The two structures to the west have been combined into one. • Surrounding Area: The larger commercial structures to the southwest have been removed and a gas and oil station has been developed in their stead. The gas station on Jefferson and Western has been renovated/redesigned.
1966	• Property: The central structure is now part of the restaurant. • Adjoining Properties: Relatively unchanged. • Surrounding Area: The property on the southeast corner of South Western Avenue and West Jefferson Boulevard has been redeveloped.
1968	• Property: Relatively unchanged. • Adjoining Properties: Relatively unchanged. • Surrounding Area: Several structures have been removed to the south and southeast.
1969	• Property: Relatively unchanged. • Adjoining Properties: The restaurant to the west has been removed. • Surrounding Area: A gas station to the NW has been removed-now vacant lot.

Date	Map Description
1970	• Property: All structures have been removed from the site. • Adjoining Properties: Relatively unchanged. • Surrounding Area: Relatively unchanged.

These maps are included in the Appendix.

City Directories

A search of local historical city directories was conducted by ERIS for the Property. The review included directories in five-year intervals from 1941 to 2016 (as available). The results are discussed below:

Date	Listing Description
1956	S Western Av Montgomery Cleaning Agcy
1985	E & G AUTO SALES
1990	E&G AUTO SALES
1995	E & G AUTO SALES
2000	XXXX
2006	CITY RECYCLING CTR…Recyclable Materi
2011	CITY RECYCLING CTR…Recyclable Materi
2016	WESTER RECYCLING CTR…Recycling Cente

No other listings were found for the Property; however, please refer to the ERIS City Directory Report in the Appendix for the numerous listings for the surrounding properties for more details.

Based on the aerial photos, topographic maps, Fire Insurance Maps, and City Directory listings of the site, in addition to information obtained while conducting interviews, the Property was developed with a residential structure sometime before 1907. By 1950, the original structure was removed, and three commercial structures were developed along the western boundary. First use is undetermined, as the site existed as a residential property dating back to the first located Fire Map from 1907. Historical use of the site includes, but is not limited to, a residence, a cleaning agency, a restaurant, a store front, an auto sales lot and its most recent use as a recycling center.

6. SITE RECONNAISSANCE

A visual reconnaissance of the Property was conducted on March 29, 2018 by Mr. Robinson. A site map and photographs of the Property are attached to this report in the Appendix.

6.1 Methodology and Limiting Conditions

The periphery of the Property was inspected. A detailed inspection was conducted of all major site features visible from the public portions of the Property.

6.2 Exterior and Interior Observations

Observations made during the site visit are summarized in the following table:

Subject Property	Site Visit Observations
Current Use of Property	The Property is currently a recycling center, with portable containers for sorting and transporting.
Evidence of Past Uses of Property?	No past use was evident.
Potable Water Source	City water.
Sewage Disposal Source	None observed. A portable toilet was observed on the site.
Odors?	No odors were identified.
Pools of Liquid?	None observed.
Electric or hydraulic equipment likely to contain PCBs?	Pole-mounted electrical transformers, which appeared to be properly maintained by the power company, were observed along the southeast corner.
Storage tanks?	None observed.
Drums or other containers?	Shipping containers and sorting containers for recycling.
Exterior Observations	
Pits, Ponds, Lagoons?	None observed.
Stained soil or pavement?	Some minor staining to the pavement in the parking lot was observed on the southeast corner, near the office tent. Several patches were observed throughout the site.
Solid waste?	A solid waste dumpster was observed on the northern portion of the site.
Waste water discharge?	None observed. Storm water is drained to the street.
Wells or septic systems?	None observed.
Vicinity Observations	
Topography of property and	Site is relatively flat.

Subject Property	Site Visit Observations
vicinity	
Current use of adjoining properties	The adjoining properties consist of a fenced parking area and a vacant lot with a sign reading "Hyun Dea Trucking" to the north, an apartment building to the south, single-family residential structures to the east, and a ministry building and multi-tenant building to the west.
Evidence of past uses?	None observed.
Current land uses in area	Commercial and residential.

7. INTERVIEWS

An attempt has been made to obtain historical, as well as current information relative to the Property from several individuals and local agencies. The objective of the interview process is to obtain any information indicating Recognized Environmental Conditions in connection with the project site.

7.1 Interview with Owner or Site Manager

An Environmental Questionnaire and Disclosure Statement was sent to Sabrina Campbell on March 22, 2018 via e-mail. Part I of the completed questionnaire was received from Ms. Campbell on March 27, 2018 via e-mail, while Part II was completed by Eli Gabay and received on April 3, 2018 via e-mail. The questionnaire was reviewed, and no significant environmental concerns were noted in the answers provided.

7.2 Interview with Local Government Officials

County of Los Angeles – Department of Environmental Health

The County of Los Angeles Department of Environmental Health was contacted via e-mail, with a request for public records form, on March 23, 2018 as part of the records review of the Property. We requested any records pertaining to under or above ground storage tanks or hazardous waste issues or contamination of the Property. We received an anonymous e-mail from the department on the same day stating that our request has been received. We sent a follow up e-mail on April 3, 2018. As of the date of this report, no response has been received.

County of Los Angeles Assessor

The Los Angeles County Assessor website was searched on March 23, 2018 as part of the records review of the Property. We found that the property is listed as commercial / industrial, the building was constructed in 1970, and is 5,500 square-feet, while the lot is 5,630 square-feet.

City of Los Angeles City Clerk

The City of Los Angeles City Clerk was contacted via e-mail on March 23, 2018 as part of the records review of the Property. We requested a list of building permits with dates issued and violations, in addition to dates and descriptions of any structures built, remodeled or removed from the Property. We received an anonymous e-mail response on March 27, 2018, from the department, that they have no records concerning the Property.

Los Angeles County Fire Department

The Los Angeles County Fire Department was contacted via e-mail on March 23, 2018 as part of the records review of the Property. We requested any fire department reports related to under/above ground storage tanks or hazardous waste issues (permitting, tank removal, spillage, or contamination), fire code violations and the date of last inspection. We received an anonymous e-mail on the same day that our request has been received, and that we should receive a response in 10 business days. We sent a follow up e-mail on April 3, 2018. As of the date of this report, no response has been received.

GeoTracker / EnviroStor Database Review

The GeoTracker and EnviroStor databases were reviewed on March 23, 2018 for any additional information available in regard to the Property. We found no information concerning the Property.

7.3 Interview with Others

No additional interviews were conducted in this assessment.

8. FINDINGS

The Property is located at 3104 South Western Avenue, Los Angeles, CA 90018. The Property is identified by its APN(s) as 5053-008-006. The Property is currently a vacant lot being used as a recycling center.

The Property was not listed in the ERIS Report.

The ERIS Report was reviewed for any adjoining and/or surrounding sites which may pose a risk of significant environmental concern to the Property. Three (3) sites of potential concern were identified in the surrounding area. Please refer to Sections 5.5 and 5.6 of this report for additional details on these sites.

The Unplottable Report was reviewed. No sites were listed that were within the search radius of the Property.

Based on the aerial photos, topographic maps, Fire Insurance Maps, and City Directory listings of the site, in addition to information obtained while conducting interviews, the Property was developed with a residential structure sometime before 1907. By 1950, the original structure was removed, and three commercial structures were developed along the western boundary. First use is undetermined, as the site existed as a residential property dating back to the first located Fire Map from 1907. Historical use of the site includes, but is not limited to, a residence, a cleaning agency, a restaurant, a store front, an auto sales lot and its most recent use as a recycling center.

Interviews were conducted with individuals and local government agencies in an attempt to obtain any information indicating Recognized Environmental Conditions in connection with the Property. Please refer to Section 7 of this report for additional details on these interviews.

Enviro Assessment personnel identified no significant observable contaminated areas on the Property during the site reconnaissance. Several odd-shaped patches to the asphalt were observed throughout the site.

9. OPINION

All available standard historical sources have been reviewed in an attempt to identify the likelihood of past uses of the Property and surrounding area, having led to Recognized Environmental Conditions (RECs) in connection with the site. No significant environmental concerns have been identified based on the historical use of the Property or surrounding area.

The Property was not listed in the ERIS Report; therefore, no RECs were identified from database listings.

The ERIS Report was reviewed for any adjoining, surrounding, or Unplottable Sites which may pose a risk of significant environmental concern to the Property. Based on the description of the cases, the type of database listings, the amount of past regulatory oversight, and the relative distances to the Property, the sites listed are not anticipated to impact the Property at this time.

Enviro Assessment personnel did not observe any visible RECs related to the Property. Several odd-shaped patches in the asphalt were observed. No other information was discovered to implicate these patches as anything pertinent; therefore, this presence of the patches is considered a de minimis condition.

No significant environmental concerns were identified during the interviews conducted for the Property.

10. CONCLUSIONS

Enviro Assessment has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM International Standard E1527-13 practice for the Property located at 3104 South Western Avenue, Los Angeles, CA 90018. The Property is identified by its APN(s) as 5053-008-006. Any exceptions to, or deletions from, this practice are described in the Limitations Section of this report. This assessment has revealed no evidence of Recognized Environmental Conditions in connection with the Property.

11. DEVIATIONS

No deviations from ASTM International Standard E1527-13 have been noted during the course of this assessment.

12. ADDITIONAL SERVICES

No additional services as listed in the ASTM International Standard E1527-13 have been requested in writing and placed under contract in regard to this assessment; including, but not limited to, asbestos testing of material at the site and possible drug lab uses of the site.

13. REFERENCES

ASTM International Standard E1527-13 – Phase I Standard

Environmental Risk Information Services (ERIS®) - Report with Physical Setting Report (PSR®)

Environmental Risk Information Services (ERIS®) – The ERIS-City Directory Abstract

Environmental Risk Information Services (ERIS®) – Fire Insurance Map Report

U.S. Geological Survey – Topographic Maps

Google Earth Pro – USGS-sourced Topographic Maps

Google Earth Pro – Aerial Images

EarthExplorer – Aerial Images

Wikipedia (https://www.wikipedia.org/) – Geographical Reference

14. PROFESSIONAL SIGNATURE

We declare that to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Property. We have developed and performed all the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR 312.

It has been a pleasure to be of service. If any questions arise, please contact our office.

Sincerely,

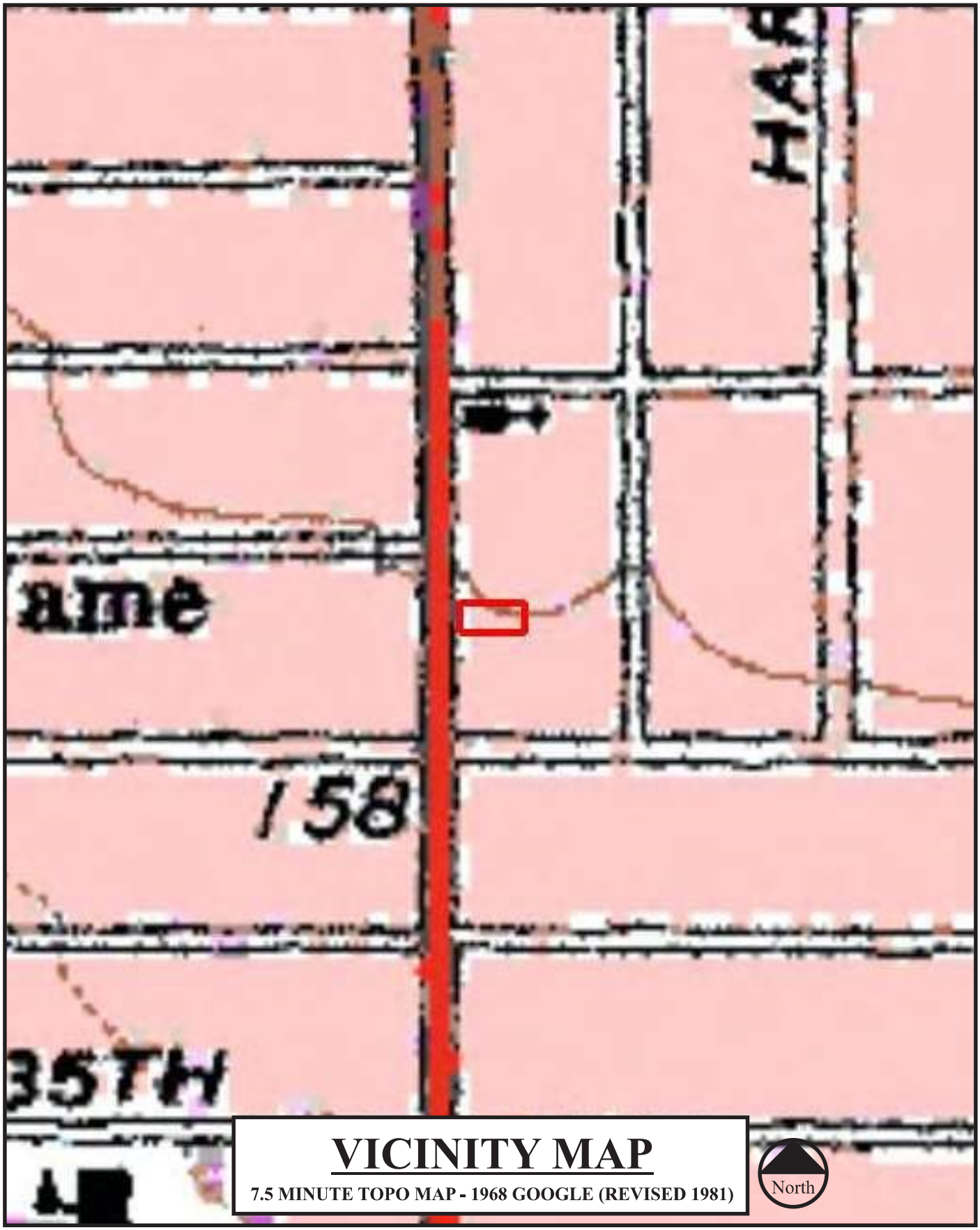
ENVIRO ASSESSMENT, PC

James D. Robinson
Environmental Professional

HG / LC

ENVIRO ASSESSMENT, PC
Environmental • Hydro • Geology

APPENDIX



VICINITY MAP

7.5 MINUTE TOPO MAP - 1968 GOOGLE (REVISED 1981)

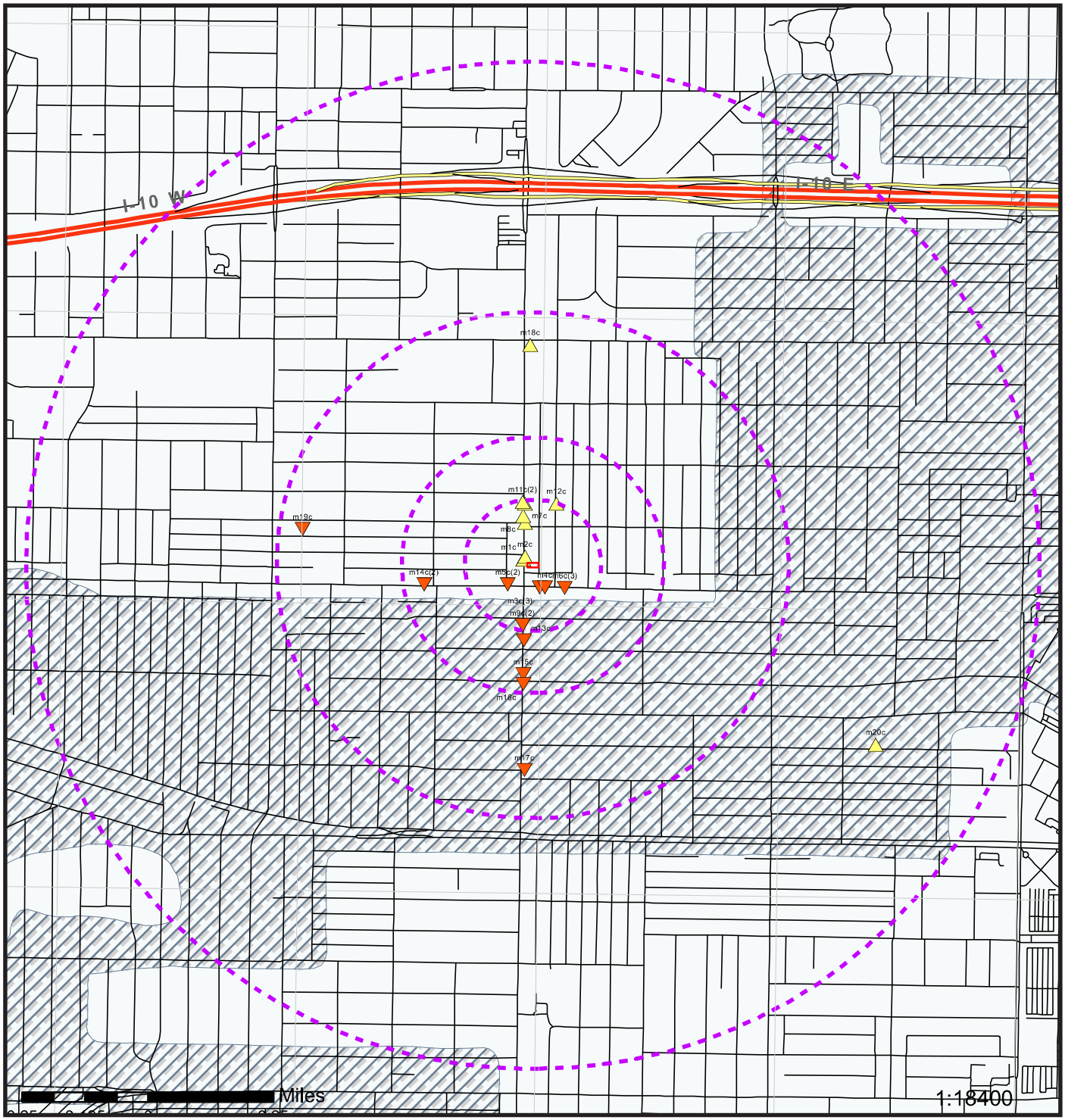
2018-03-020

APRIL 03, 2018

PLATE: A1

PHASE I ENVIRONMENTAL SITE ASSESSMENT
WESTERN AVENUE PROPERTY
3104 SOUTH WESTERN AVENUE
LOS ANGELES, CA 90018

ENVIRO ASSESSMENT, PC
Environmental • Hydro • Geology
PHONE (844) 742-7311 FAX (877) 623-5493



RADIUS SEARCH MAP

NO SCALE

North

2018-03-020

APRIL 03, 2018

PLATE: A2

PHASE I ENVIRONMENTAL SITE ASSESSMENT
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TOPO MAP

7.5 MINUTE TOPO MAP - 1926 USGS

2018-03-020

APRIL 03, 2018

PLATE: A3

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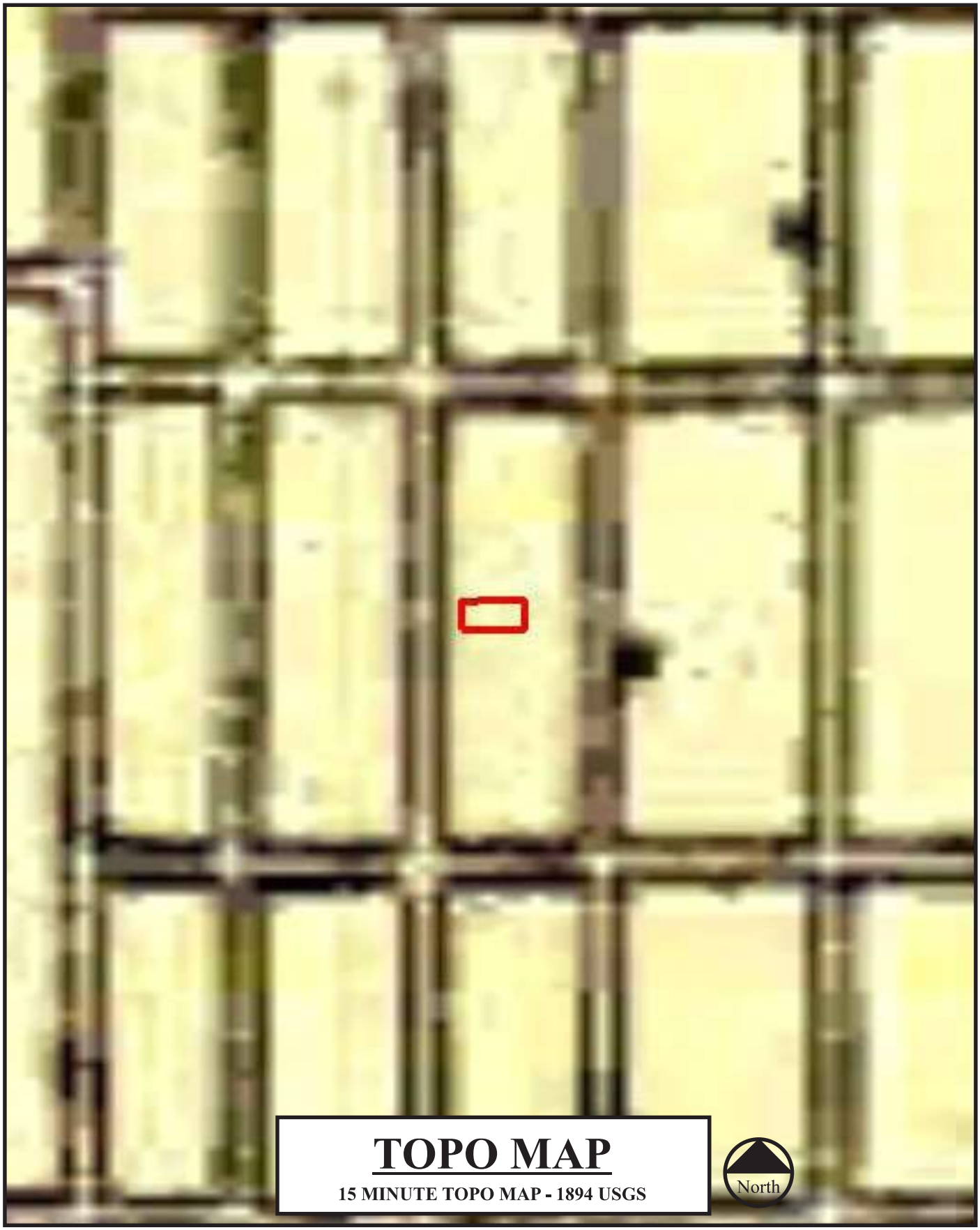
PHONE (844) 742-7311 FAX (877) 623-5493



TOPO MAP

15 MINUTE TOPO MAP - 1894 USGS

2018-03-020

APRIL 03, 2018

PLATE: A4

PHASE I ENVIRONMENTAL SITE ASSESSMENT
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SITE MAP

2017 - GOOGLE

2018-03-020

APRIL 02, 2018

PLATE: B1

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AERIAL PHOTO

2013 - GOOGLE

2018-03-020

APRIL 02, 2018

PLATE: B2

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PHONE (844) 742-7311 FAX (877) 623-5493

2018-03-020

APRIL 02, 2018

PLATE: B3

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AERIAL PHOTO

2011 - GOOGLE

2018-03-020

APRIL 02, 2018

PLATE: B4

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AERIAL PHOTO

2008 - GOOGLE

2018-03-020

APRIL 02, 2018

PLATE: B5

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AERIAL PHOTO

2005 - GOOGLE

North

2018-03-020

APRIL 02, 2018

PLATE: B6

PHASE I ENVIRONMENTAL SITE ASSESSMENT
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AERIAL PHOTO

2003 - GOOGLE

North

2018-03-020

APRIL 02, 2018

PLATE: B7

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AERIAL PHOTO

1989 - GOOGLE

2018-03-020

APRIL 02, 2018

PLATE: B8

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AERIAL PHOTO

1980 - USGS

2018-03-020

APRIL 02, 2018

PLATE: B9

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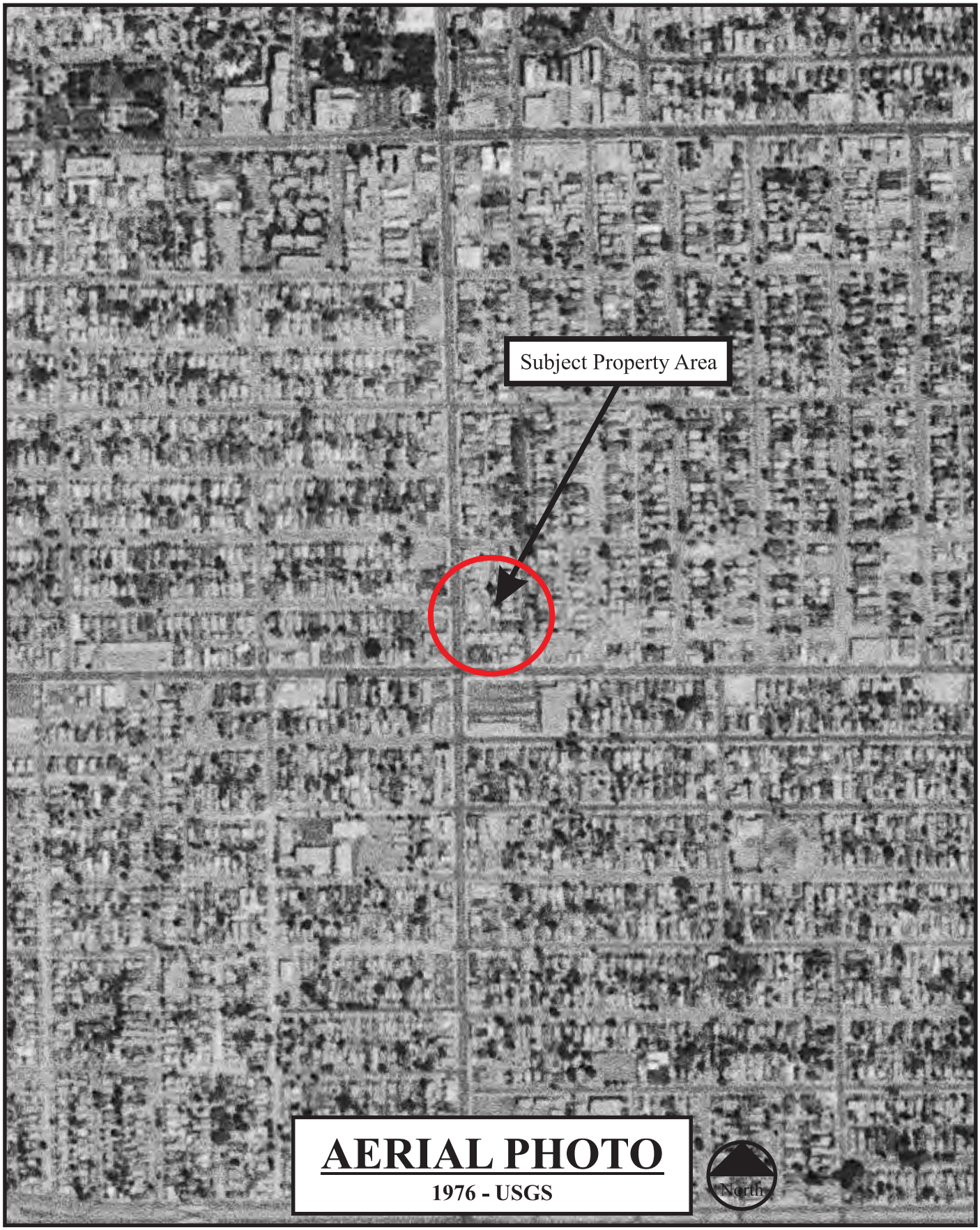
PHONE (844) 742-7311 FAX (877) 623-5493



AERIAL PHOTO

1976 - USGS

2018-03-020

APRIL 02, 2018

PLATE: B10

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AERIAL PHOTO

1972 - USGS

2018-03-020

APRIL 02, 2018

PLATE: 11

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AERIAL PHOTO

1964 - USGS

2018-03-020

APRIL 02, 2018

PLATE: 12

PHASE I ENVIRONMENTAL SITE ASSESSMENT
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2018-03-020

APRIL 02, 2018

PLATE: 13

PHASE I ENVIRONMENTAL SITE ASSESSMENT
WESTERN AVENUE PROPERTY
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LOS ANGELES, CA 90018

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2018-03-020

APRIL 02, 2018

PLATE: 14

PHASE I ENVIRONMENTAL SITE ASSESSMENT
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ENVIRO ASSESSMENT, PC

Environmental • Hydro • Geology

WESTERN AVENUE PROPERTY
3104 SOUTH WESTERN AVENUE
LOS ANGELES, CA 90018

PROJECT NUMBER: 2018-03-020
MARCH 29, 2018

PHOTO 1

View of minor staining at the approach from South Western Avenue.

PHOTO 2

View of fluid leaking from a large recycling container on the site.

PHOTO 3

View of a solid waste dumpster, located on the northern portion.

PHOTO 4

View of a recycling container, portable toilet, and recycling containers in the background, located along the northern boundary.

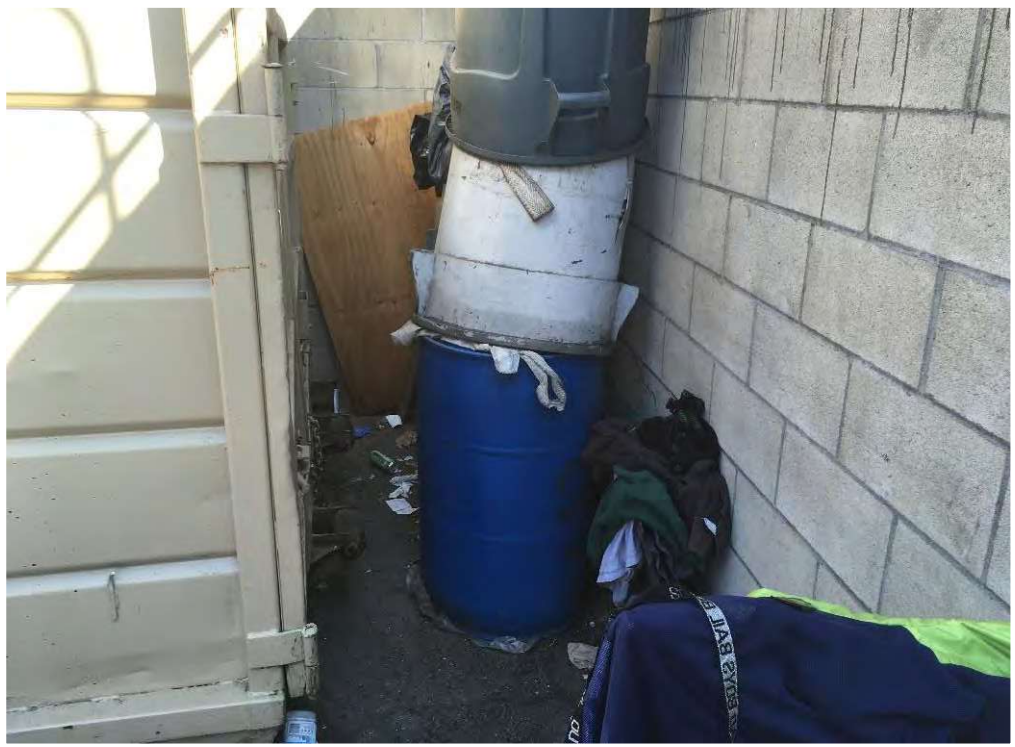

PHOTO 5

View of barrels and other items, located on the northeast corner of the site.

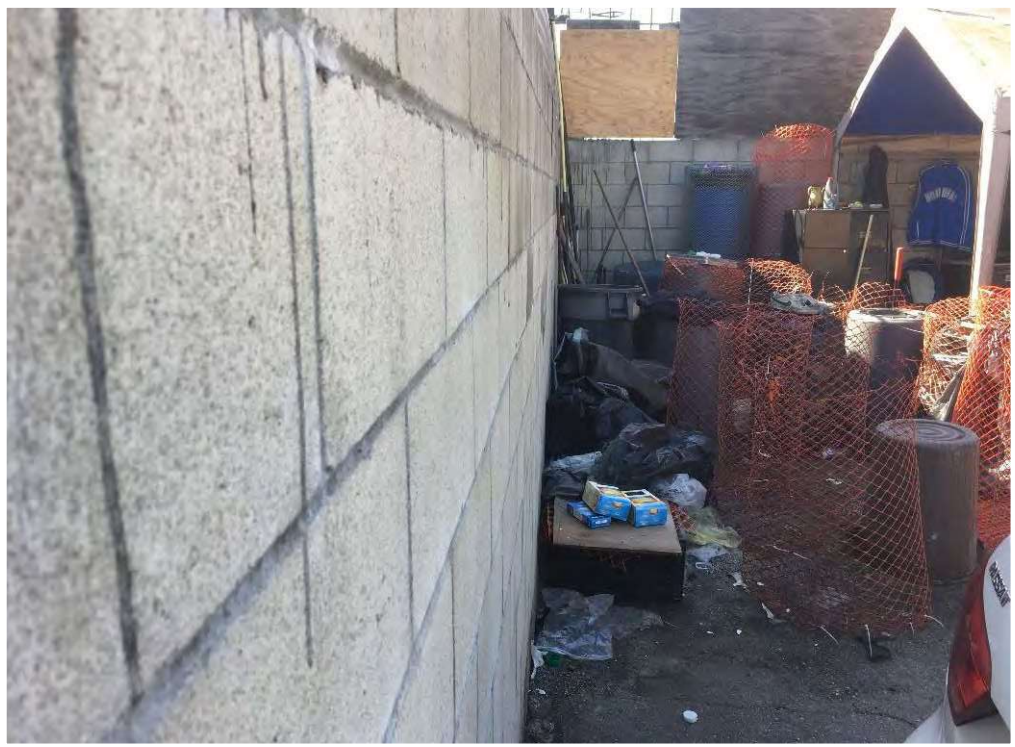

PHOTO 6

View of a recycling area on the northern portion.

PHOTO 7

View of various file cabinets and other items sorted for recycling.

PHOTO 8

View of what is presumed to be an abandoned anchor point for a portable structure.

PHOTO 9

View of cans and plastics sorted for recycling. Note what is presumed to be spilled detergent on the ground.

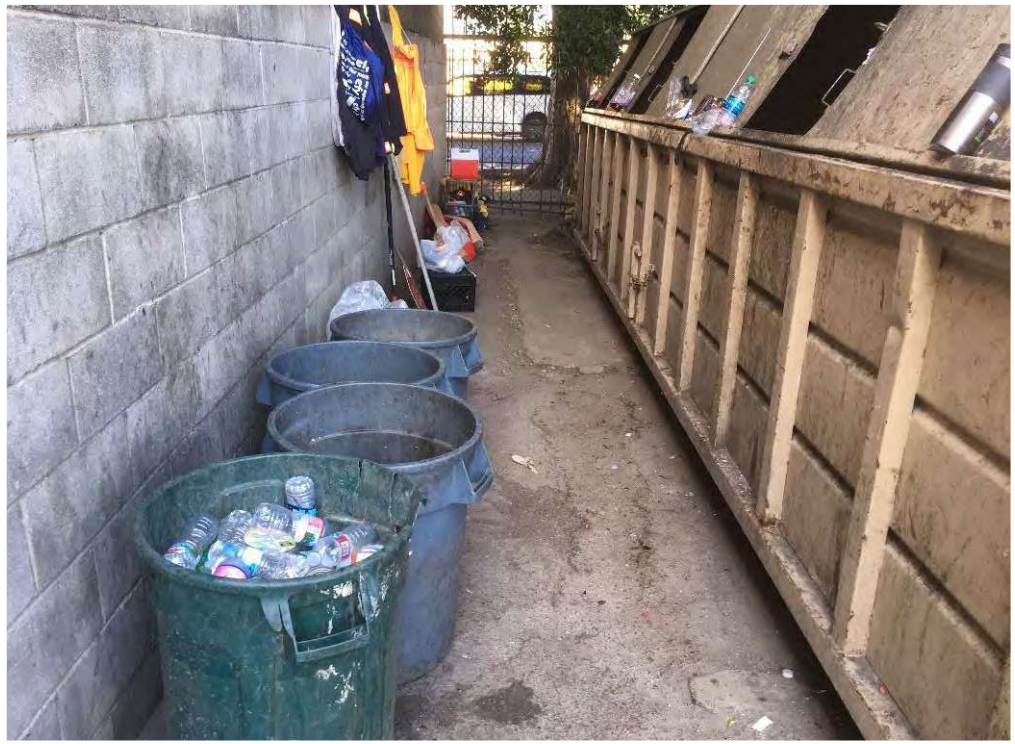

PHOTO 10

View of trash containers used for sorting recyclables, and minor staining to the pavement.

PHOTO 11

View of a storage container used for transporting sorted recyclables.

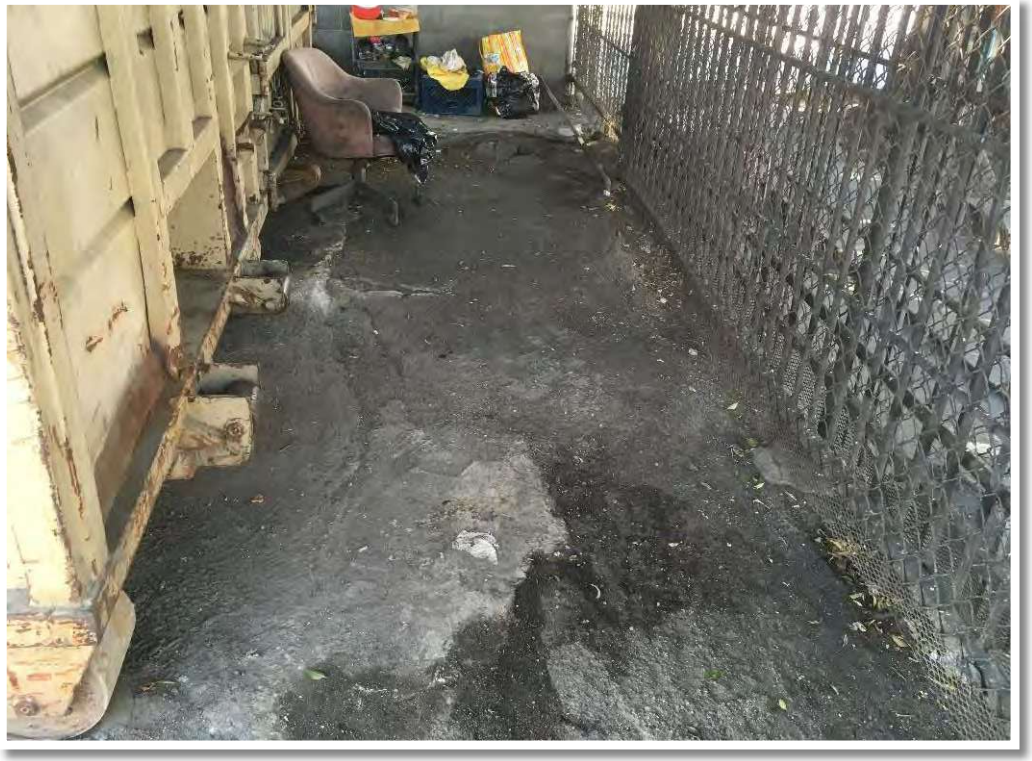

PHOTO 12

View of stained, broken and deteriorated pavement behind one of the containers.

PHOTO 13

View of adjoining property to the west.

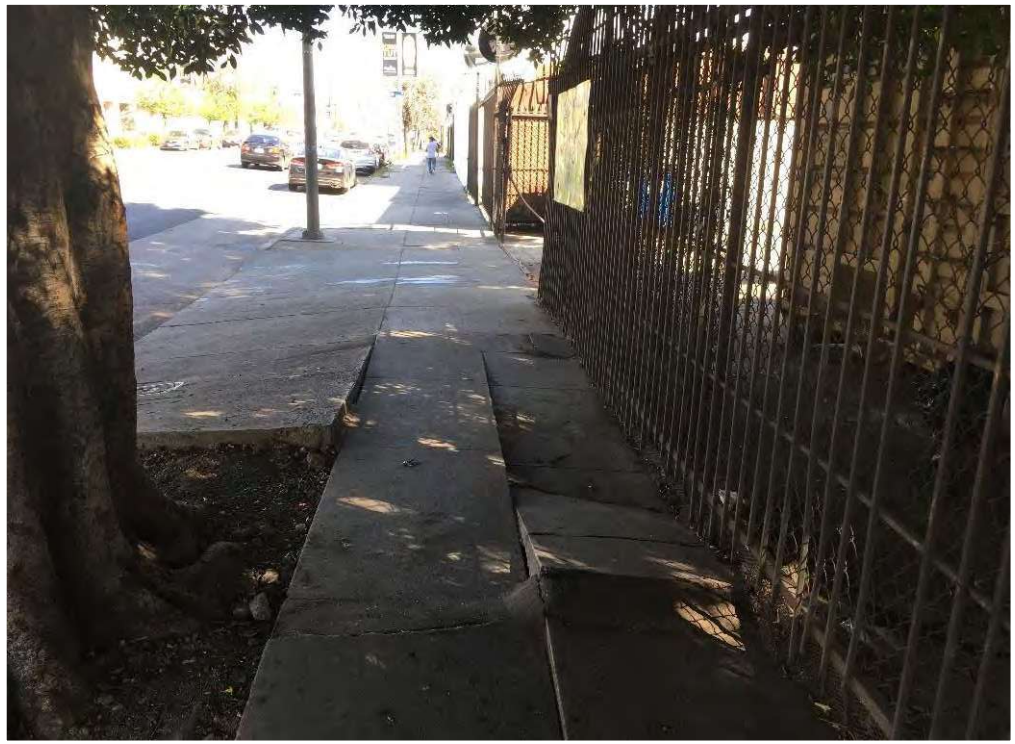

PHOTO 14

View of the western boundary, facing north.

PHOTO 15

View of the sidewalk on the western side of the site, facing south.

PHOTO 16

View of the adjoining apartment building to the south.

PHOTO 17

View of adjoining property to the southwest.

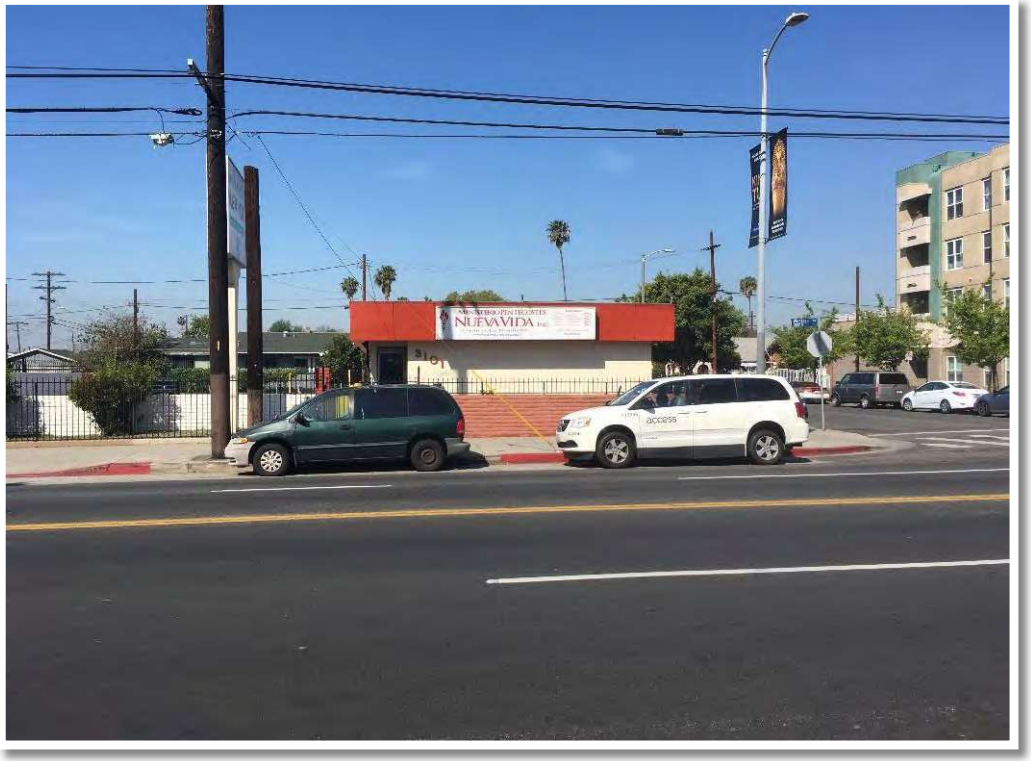

PHOTO 18

View of adjoining property to the west and northwest.

APPENDIX VI

REGULATORY AGENCY FILE REVIEWS

Garcia, Alexandra 2

From: Garcia, Alexandra 2
Sent: viernes, 16 de septiembre de 2022 10:41 a. m.
To: RB4-PublicRecords@waterboards.ca.gov
Subject: Public Records Request

Hello,

This firm is performing a Phase I Environmental Site Assessment for the property located at the following addresses: 3018-3110 (even) Western Ave., Los Angeles, California 90018.

Assessor's Parcel Numbers(s): 5053-008-004, -005, -006.

We are requesting any information from your department pertaining to the above property.

Please feel free to contact Nicola Wells with any questions or concerns at 909-331-4871 or nicola.wells@efiglobal.com. Thank you for your assistance with this information.

Alexandra García Vega |Environmental Analyst
EFI Global
CELL +57 312.385.1366 | OFFICE 909.331.4873
EMAIL Alexandra.Garcia2@efiglobal.com
www.efiglobal.com | Caring counts®

Garcia, Alexandra 2

From: Garcia, Alexandra 2
Sent: viernes, 16 de septiembre de 2022 1:10 p. m.
To: RB4-PublicRecords@waterboards.ca.gov
Subject: Public Records Request

Hello,

This firm is performing a Phase I Environmental Site Assessment for the property located at the following addresses: 3016 Western Ave., Los Angeles, California 90018.

Assessor's Parcel Numbers(s): 5053-008-004.

We are requesting any information from your department pertaining to the above property.

Please feel free to contact Nicola Wells with any questions or concerns at 909-331-4871 or nicola.wells@efiglobal.com. Thank you for your assistance with this information.

Alexandra García Vega |Environmental Analyst
EFI Global
CELL +57 312.385.1366 | OFFICE 909.331.4873
EMAIL Alexandra.Garcia2@efiglobal.com
www.efiglobal.com | Caring counts®
efi global

Wells, Nicola

From: Garcia, Alexandra 2
Sent: Tuesday, September 27, 2022 10:35 AM
To: Wells, Nicola
Subject: FW: Public Records Request / Tracking No. 2022091504

Hi Nicola,

This is the answer from the Los Angeles Regional Water Quality Control Board.
Project #: 045.09702
3022 South Western Ave, Los Angeles, CA 90018.

Alexandra García Vega |Environmental Analyst
EFI Global
CELL +57 312.385.1366 | OFFICE 909.331.4873
EMAIL Alexandra.Garcia2@efiglobal.com
www.efiglobal.com | Caring counts®

From: Schmid, Andrea@Waterboards <Andrea.Schmid@Waterboards.ca.gov> **On Behalf Of** WB-RB4-PublicRecords
Sent: lunes, 26 de septiembre de 2022 4:29 p. m.
To: Garcia, Alexandra 2 <Alexandra.Garcia2@efiglobal.com>; WB-RB4-PublicRecords <RB4-PublicRecords.RB4-PublicRecords@waterboards.ca.gov>
Cc: Schmid, Andrea@Waterboards <Andrea.Schmid@Waterboards.ca.gov>
Subject: RE: Public Records Request / Tracking No. 2022091504

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

The Los Angeles Regional Board has reviewed its files and has concluded that it does not have any records that are responsive to your request.

Best regards,

Andrea Schmid
Staff Services Analyst
Los Angeles Regional Water Quality Control Board
320 West 4th St., Suite 200, Los Angeles, CA 90013
andrea.schmid@waterboards.ca.gov

Public Records and Freedom of Information Act
Rb4-Publicrecords@waterboards.ca.gov

****

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From: Garcia, Alexandra 2 <Alexandra.Garcia2@efiglobal.com>
Sent: Thursday, September 15, 2022 1:00 PM
To: WB-RB4-PublicRecords <RB4-PublicRecords.RB4-PublicRecords@waterboards.ca.gov>
Subject: Public Records Request

EXTERNAL:

Hello,

This firm is performing a Phase I Environmental Site Assessment for the property located at the following address: 3022 Western Ave., Los Angeles, California 90018.

We are requesting any information from your department pertaining to the above property.

Please feel free to contact Nicola Wells with any questions or concerns at 909-331-4871 or nicola.wells@efiglobal.com. Thank you for your assistance with this information.

Alexandra García Vega |Environmental Analyst
EFI Global
CELL +57 312.385.1366 | OFFICE 909.331.4873
EMAIL Alexandra.Garcia2@efiglobal.com
www.efiglobal.com | Caring counts®

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Wells, Nicola

From: Garcia, Alexandra 2
Sent: Wednesday, October 12, 2022 1:29 AM
To: Wells, Nicola
Subject: RE: Public Records Request / Tracking No. 2022091504

Hi Nicola,

I forgot to send you the answers for the additional addresses, sorry.
I copy the answers from Waterboards in this email:

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

The Los Angeles Regional Board has reviewed its files and has concluded that it does not have any records that are responsive to your request.

Best regards,

Andrea Schmid
Staff Services Analyst
Los Angeles Regional Water Quality Control Board
320 West 4th St., Suite 200, Los Angeles, CA 90013
andrea.schmid@waterboards.ca.gov

Public Records and Freedom of Information Act
Rb4-Publicrecords@waterboards.ca.gov

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From: Garcia, Alexandra 2 <Alexandra.Garcia2@efiglobal.com>
Sent: Friday, September 16, 2022 8:41 AM
To: WB-RB4-PublicRecords <RB4-PublicRecords.RB4-PublicRecords@waterboards.ca.gov>
Subject: Public Records Request

EXTERNAL:

Hello,

This firm is performing a Phase I Environmental Site Assessment for the property located at the following addresses: **3018-3110 (even) Western Ave., Los Angeles, California 90018.**

Assessor's Parcel Numbers(s): 5053-008-004, -005, -006.

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Alexandra García Vega |Environmental Analyst
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CELL +57 312.385.1366 | OFFICE 909.331.4873
EMAIL Alexandra.Garcia2@efiglobal.com
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Any personal data acquired, processed or shared by us will be lawfully processed in line with applicable data protection legislation. If you have any questions regarding how we process personal data refer to our Privacy Notice https://www.sedgwick.com/global-privacy-policy. Any communication including this email and files/attachments transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If this message has been sent to you in error, you must not copy, distribute or disclose of the information it contains and you must notify us immediately (contact is within the privacy policy) and delete the message from your system.

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Good afternoon,

The Los Angeles Regional Board has reviewed its files and has concluded that it does not have any records that are responsive to your request.

Best regards,

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Rb4-Publicrecords@waterboards.ca.gov

****
This message, including any attachments, may include privileged, confidential and/or inside information. Any distribution or use of this communication by anyone other than the intended recipient is strictly prohibited and may be unlawful. If you are not the intended recipient, please notify the sender by replying to this message and then delete it from your system.

From: Garcia, Alexandra 2 <Alexandra.Garcia2@efiglobal.com>
Sent: Friday, September 16, 2022 11:10 AM

To: WB-RB4-PublicRecords <RB4-PublicRecords.RB4-PublicRecords@waterboards.ca.gov>
Subject: Public Records Request

EXTERNAL:

Hello,

This firm is performing a Phase I Environmental Site Assessment for the property located at the following addresses**: 3016 Western Ave., Los Angeles, California 90018.**

Assessor's Parcel Numbers(s): 5053-008-004.

We are requesting any information from your department pertaining to the above property.

Please feel free to contact Nicola Wells with any questions or concerns at 909-331-4871 or nicola.wells@efiglobal.com. Thank you for your assistance with this information.

Alexandra García Vega |Environmental Analyst
EFI Global
CELL +57 312.385.1366 | OFFICE 909.331.4873
EMAIL Alexandra.Garcia2@efiglobal.com
www.efiglobal.com | Caring counts®
efi global

I will check now if I have received any of the other missing answers.

Alexandra García Vega |Environmental Analyst
EFI Global
CELL +57 312.385.1366 | OFFICE 909.331.4873
EMAIL Alexandra.Garcia2@efiglobal.com
www.efiglobal.com | Caring counts®
efi global

From: Wells, Nicola <Nicola.Wells@efiglobal.com>
Sent: lunes, 10 de octubre de 2022 9:01 p. m.
To: Garcia, Alexandra 2 <Alexandra.Garcia2@efiglobal.com>
Subject: RE: Public Records Request / Tracking No. 2022091504

Hi Alexandra,

I was wondering whether you had received any further waterboard responses for the other addresses (3016, 3018, 3024, 3026, 3032, 3100, 3102, 3104, 3106, 3108, and 3110 Western Avenue, Los Angeles, California).

Job number- 045.09702

****** Please note our new address: 317 S. Isis Avenue, STE 207, Inglewood, CA 90301 ******

Kind regards,

Nicola Wells | Project Manager
EFI Global, Inc.
Los Angeles, CA, USA & New Zealand
EMAIL Nicola.Wells@efiglobal.com
USA Phone No. 909.331.4871 (Monday-Wednesday 1:00pm-9:30pm Pacific Standard Time)
New Zealand Phone No. +6421.876.741
CSLB License #: 885902
www.efiglobal.com | Caring counts®

Espinosa, Laura

From: Espinosa, Laura
Sent: Friday, September 16, 2022 10:46 AM
To: 'chatsworthfileroom@dtsc.ca.gov'
Subject: Public Records Request

Hello, This firm is performing a Phase I Environmental Site Assessment for the property located at the following addresses:

3018-3110 (even) Western Ave., Los Angeles, California 90018
APNs: 5053-008-004, -005, -006

We are requesting any information from your department pertaining to the above property. Please feel free to contact Nicola Wells with any questions or concerns at 909-331-4871 or nicola.wells@efiglobal.com. Thank you for your assistance with this information.

Laura Daniela Espinosa P.|Environmental Analyst
EFI Global
CELL +57 310 845 9456|OFFICE 9093314872
EMAIL laura.espinosa@efiglobal.com
www.efiglobal.com | Caring counts®
efi global

Espinosa, Laura

From: Espinosa, Laura
Sent: Friday, September 16, 2022 12:35 PM
To: chatsworthfileroom@dtsc.ca.gov
Subject: Public Records Request

Hello,
This firm is performing a Phase I Environmental Site Assessment for the property located at the following addresses:

3016 Western Ave., Los Angeles, California 90018
APNs: 5053-008-004

We are requesting any information from your department pertaining to the above property. Please feel free to contact Nicola Wells with any questions or concerns at 909-331-4871 or nicola.wells@efiglobal.com. Thank you for your assistance with this information.

Laura Daniela Espinosa P.|Environmental Analyst
EFI Global
CELL +57 310 845 9456|OFFICE 9093314872
EMAIL laura.espinosa@efiglobal.com
www.efiglobal.com | Caring counts®
efi global

Department of Toxic Substances Control

Meredith Williams, Ph.D., Director
9211 Oakdale Avenue
Chatsworth, California 91311

Yana Garcia
Secretary for
Environmental Protection

Gavin Newsom
Governor

September 22, 2022

Laura Espinosa
EFI Global
Laura.Espinosa@efiglobal.com

Public Records Request Number: PR3-091522-05

Location: 3018, 3022, 3024, and 3026 Western Ave., Los Angeles, CA 90018

Dear Ms. Espinosa:

On September 15, 2022, the Department of Toxic Substances Control (DTSC) received your email of the same day requesting records under the Public Records Act. After a thorough review of our files, no site records were found pertaining to the sites/facilities referenced above.

However, DTSC's Hazardous Waste Tracking System (HWTS) may have records that pertain to **3022 S. Western Ave.** This unit tracks toxic waste generators, transporters (manifests), and disposal facilities. If you are interested in this type of information, it can be identified by accessing the HWTS database at http://hwts.dtsc.ca.gov. If you are interested in retrieving detailed reports, additional charges may apply. Please contact the HWTS unit by email at hwtsreports@dtsc.ca.gov or by phone at (800) 618-6942 for further information. For copies of manifests, please send an email to mcr@dtsc.ca.gov.

Many of our records are available on EnviroStor, an online database that provides non-confidential, public access to DTSC's data management system. It tracks our cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. EnviroStor is available 24/7, 365 days a year. The data reflects the latest updates as they are entered in the system. Access it from your computer or smartphone, the local library – anywhere Internet access is available. Just go to www.envirostor.dtsc.ca.gov. You will find a step-by-step tour of EnviroStor under the "How to Use EnviroStor" menu on the website.

If you have any questions or would like further information regarding your request, please contact me at 818-717-6508 or via email at ChatsworthFileRoom@dtsc.ca.gov.

Sincerely,
Joseph M von Teichert
Joseph M von Teichert
Records Mgmt. Asst. Coordinator

Department of Toxic Substances Control

Meredith Williams, Ph.D., Director
9211 Oakdale Avenue
Chatsworth, California 91311

Yana Garcia
Secretary for
Environmental Protection

Gavin Newsom
Governor

September 23, 2022

Laura Espinosa
EFI Global, Inc.
Laura.Espinosa@efiglobal.com

Public Records Request Number: PR3-091622-05

Location: 3016 S. Western Ave., Los Angeles, CA 90018

APNs: 5053-008-004

Dear Ms. Espinosa:

On September 16, 2022, the Department of Toxic Substances Control (DTSC) received your email of the same day requesting records under the Public Records Act. After a thorough review of our files, no site records were found pertaining to the site/facility referenced above.

Many of our records are available on EnviroStor, an online database that provides non-confidential, public access to DTSC's data management system. It tracks our cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. EnviroStor is available 24/7, 365 days a year. The data reflects the latest updates as they are entered in the system. Access it from your computer or smartphone, the local library – anywhere Internet access is available. Just go to www.envirostor.dtsc.ca.gov. You will find a step-by-step tour of EnviroStor under the "How to Use EnviroStor" menu on the website.

If you have any questions or would like further information regarding your request, please contact me at 818-717-6508 or via email at ChatsworthFileRoom@dtsc.ca.gov.

Sincerely,
Joseph M von Teichert
Joseph M von Teichert

Records Mgmt. Asst. Coordinator

CAC002699708	FREDERICK DOUGLAS ...	2400 S WESTERN AVE	LOS ANGELES	CA	L
CAL922023332	NOVA INSTITUE OF HE...	2400 S WESTERN AVE	LOS ANGELES	CA	L
CAC001373528	COUNTRY VILLA ACED	2415 S WESTERN AVE	LOS ANGELES	CA	L
CAC000635320	1X L. A. COMM REDEV...	2601 S WESTERN AVE	LOS ANGELES	CA	L
CAL000195239	CHEVRON PRODUCTS ...	2602 S WESTERN AVE	LOS ANGELES	CA	L
CAL000249791	A & R AUTO SERVICE	2925 S WESTERN AVE	LOS ANGELES	CA	L
CAL000170653	PIRRY'S SERVICE	2934 S WESTERN AVE	LOS ANGELES	CA	L
CAL000190146	RIVERA'S MECHANIC S...	2934 S WESTERN AVE	LOS ANGELES	CA	L
CAC000052157	1X UNITED VULCANIZI...	2945 S WESTERN AVE	LOS ANGELES	CA	L
CAL000253736	UNITED VULCANIZING...	2945 S WESTERN AVE	LOS ANGELES	CA	L
CAL000378887	UNITED TIRES	2945 S WESTERN AVE	LOS ANGELES	CA	L
CAL000424697	UNITED AUTO CENTER	2945 S WESTERN AVE	LOS ANGELES	CA	L
CAL000454132	FULL BLOWN PERFOR...	2945 S WESTERN AVE	LOS ANGELES	CA	L
CAC002601420	M & B TRUCKING INC	3017 S WESTERN AVE	LOS ANGELES	CA	L
CAC002863312	WESTERN COMMERCIAL	3022 S WESTERN AVE	LOS ANGELES	CA	L
CAC002698667	MERCY HOUSING CALI...	3023 S WESTERN AVE	LOS ANGELES	CA	L
CAC002864830	TRAFFIC MANAGEME...	3100 S. WESTERN AVE	LOS ANGELES	CA	L
CAL000203189	DENTAL HEALTH CENT...	3101 SOUTH WESTER...	LOS ANGELES	CA	L
CAC001358136	S & D PROPERTIES	3401 S WESTERN AVE	LOS ANGELES	CA	L
CAC001083632	1X LOU ROSS	3425 S WESTERN AVE	LOS ANGELES	CA	L
CAD981962483	ROCKET CLEANERS & ...	3425 S WESTERN AVE	LOS ANGELES	CA	L
CAL000043875	ROCKET CLEANER	3425 S WESTERN AVE	LOS ANGELES	CA	L
CAC001152432	SAMMY J OI	3530 S WESTERN AVE	LOS ANGELES	CA	L
CAL000445379	EL AGUILA MIGUELEN...	3534 S WESTERN AVE ...	LOS ANGELES	CA	L
CAC002995188	LIBERTAS COLLEGE PR...	3550 S. WESTERN AVE...	LOS ANGELES	CA	L
CAL000461969	HAPPY TIRE SHOP INC	3575 S WESTERN AVE	LOS ANGELES	CA	L
CAL000423303	L AIS AUTO REPAIR AN...	3627 S WESTERN AVE	LOS ANGELES	CA	L
CAL000080865	COLES BODY WORK	3635 S WESTERN AVE	LOS ANGELES	CA	L
CAL000238045	KIM AUTO GARAGE	3635 S WESTERN AVE	LOS ANGELES	CA	L
CAL000347055	ZACATECAS TIRES JR I...	3635 S WESTERN AVE	LOS ANGELES	CA	L
CAL913474485	COLE'S BODY WORK	3635 S WESTERN AVE	LOS ANGELES	CA	L
CAL000018023	WESTERN AVE LAWN...	3718 S WESTERN AVE	LOS ANGELES	CA	L
CAL000272541	VINE AUTO SERVICE	3722 S WESTERN AVE	LOS ANGELES	CA	L
CAC001470920	CHERYL AUBRY	3770 S WESTERN AVE	LOS ANGELES	CA	L
CAC003022829	GRAY	3770 S WESTERN AVE	LOS ANGELES	CA	L
CAL000418491	BF CONTRACTING EN...	3770 S WESTERN AVE	LOS ANGELES	CA	L
CAC002133281	GAMA GAS	3770 SO WESTERN AVE	LOS ANGELES	CA	L
CAL000004040	WESTERN AUTO CENT...	3770 SO WESTERN AVE	LOS ANGELES	CA	L
CAD981645310	UNOCAL SERVICE STA...	3774 S WESTERN AVE	LOS ANGELES	CA	L
CAL000176028	TOSCO CORPORATION...	3774 S WESTERN AVE	LOS ANGELES	CA	L
CAL000277102	CONOCO PHILLIPS # 2...	3774 S WESTERN AVE	LOS ANGELES	CA	L
CAL000002179	HAN'S UNION 76	3774 SO WESTERN AVE	LOS ANGELES	CA	L
CAL000127949	HAN'S UNOCAL	3774 SOUTH WESTER...	LOS ANGELES	CA	L
CAL000013244	SAMS AUTO REPAIR	3790 S WESTERN AVE	LOS ANGELES	CA	L
CAL000067486	SAM-S TRANSMISSION	3790 S WESTERN AVE	LOS ANGELES	CA	L
CAL000373685	RAMIREZ AUTO REPAI...	3790 S WESTERN AVE	LOS ANGELES	CA	L
CAL920395900	SAM'S TRANSMISSIO...	3790 S WESTERN AVE	LOS ANGELES	CA	L
CAL000444170	HYBRID FIX	3790 S WESTERN AVE ...	LOS ANGELES	CA	L
CAL000349541	EXPO TRANS AUTOM...	3792 S WESTERN AVE	LOS ANGELES	CA	L
CAL000375543	ALPINE AUTO SERVICE	3792 S WESTERN AVE	LOS ANGELES	CA	L
CAL000410434	J FREGOSO TIRES	3792 S WESTERN AVE	LOS ANGELES	CA	L
CAL000318382	AUTO BODY GALAXY	3794 S WESTERN AVE	LOS ANGELES	CA	L
CAL000389189	S K AUTOMOTIVE	3794 WESTERN AVE	LOS ANGELES	CA	L

Handler Profile

CAC002863312 - WESTERN COMMERCIAL

Status: INACTIVE

Powered by Esri

ID Number Profile

ID Number:	CAC002863312
Facility Name:	WESTERN COMMERCIAL
Status:	INACTIVE (expired: 9/2/2016)
ID Type:	TEMPORARY
ID Category:	STATE
Entity Types:	
Issued Date:	6/2/2016
Last Updated:	9/2/2016

Facility Address

3022 S WESTERN AVE
LOS ANGELES, CA 90018
LOS ANGELES County
(-90, 180)

Mailing Address

3022 S WESTERN AVE
LOS ANGELES, CA 90018

Owner

LAUREN COOMBS
3022 S WESTERN AVE
LOS ANGELES, CA 90018
(562) 264-2255

Contact

LAUREN COOMBS
3022 S WESTERN AVE
LOS ANGELES, CA 90018
(562) 264-2255

CalEnviroScreen 4.0 Results

Census Tract: 6037222100 (Population: 4331)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037222100 relative to other census tracts.

Overall Percentiles		**Environmental Effects**	
CalEnviroScreen:	76	Cleanup Sites:	4
Pollution Burden:	50	Groundwater Threats:	0
Population Characteristics:	87	Hazardous Waste:	11
		Solid Waste:	0

NAICS Codes

Annual ID Number Verification History

Year	Status	Method	VQ Number	Verified By

No results found matching your search criteria.

Page Size: 10 | 0 to 0 of 0 | Page 0 of 0

Manifests

No Manifest Data for this ID Number.

Waste Code Matrix

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Handler Profile

CAC002864830 - TRAFFIC MANAGEMENT, INC

Status: INACTIVE

Powered by Esri

ID Number Profile

ID Number:	CAC002864830
Facility Name:	TRAFFIC MANAGEMENT, INC
Status:	INACTIVE (expired: 9/14/2016)
ID Type:	TEMPORARY
ID Category:	STATE
Entity Types:	
Issued Date:	6/13/2016
Last Updated:	9/14/2016

Facility Address

3100 S. WESTERN AVE
LOS ANGELES, CA 90018
LOS ANGELES County
(-90, 180)

Mailing Address

3100 S. WESTERN AVE
LOS ANGELES, CA 90018

Owner

TRAFFIC MANAGEMENT
3100 S. WESTERN AVE
LOS ANGELES, CA 90018
(562) 264-2259

Contact

LAUREN COOMBS
3100 S. WESTERN AVE
LOS ANGELES, CA 90018
(562) 264-2259

CalEnviroScreen 4.0 Results

Census Tract: 6037222100 (Population: 4331)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037222100 relative to other census tracts.

Overall Percentiles		**Environmental Effects**	
CalEnviroScreen:	76	Cleanup Sites:	4
Pollution Burden:	50	Groundwater Threats:	0
Population Characteristics:	87	Hazardous Waste:	11
		Solid Waste:	0

NAICS Codes

23412	Bridge and Tunnel Construction

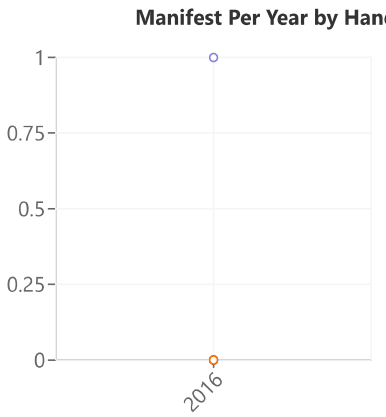
Annual ID Number Verification History

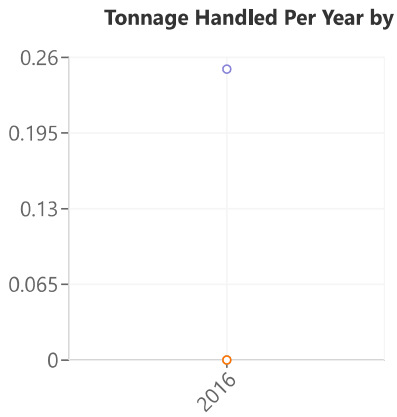
Year	Status	Mailing Address	Completion Date

No results found matching your search critera.

Page Size: 10 | 0 to 0 of 0 | Page 0 of 0

Manifests





Manifest Counts and Total Tonnage

Export CSV

	Generator		Transporter		TSDF	
Year	Count	Tons	Count	Tons	Count	Tons
2016	1	0.25	0	0	0	0

Waste Code Matrix

Copyright © 2022 State of California

SOUTH COAST AQMD

PUBLIC RECORDS REQUEST FORM

Request Information (For Office Use Only)

Date Stored	**Time Stored**
Public Record Request Nbr	**Public Record Request Tracking Nbr** 1415018

Attention Requestor

Please fill out this form completely. You may include an attachment to the form, if necessary.

Requestor Information

Requestor Name Nicola Wells 045.09702	**Requestor Address** 317 S. Isis Avenue, STE 207
Requestor Company 317 S. Isis Avenue, STE 207	**Requestor City** Inglewood
Requestor Email * NICOLA.WELLS@EFIGLOBAL.COM	**Requestor State** CA
Requestor Phone (909)331-4871	**Requestor Zip Code** 90301

Type of Requested Record(s).

REQUESTED RECORDS. **Please be as specific as possible in describing the records you are seeking.** The more specific you are, the easier it will be to determine if such records exist in District files. Please contact the Public Records Unit if you need assistance in identifying District records.

Note: Permits to Operate, Equipment Lists, Notices of Violation, Notices to Comply, and Emissions Summaries are available through SCAQMD's FIND page at http://www3.aqmd.gov/webappl/fim/prog/search.aspx (you need to copy and paste this link into your browser).

Please Enter a description of the records you are requesting here: *

Hello,
This firm is performing a Phase I Environmental Site Assessment for the property located at the following addresses:
3018-3110 (even) Western Ave., Los Angeles, California 90018
APNs: 5053-008-004, -005, -006
We are requesting any information from your departments pertaining to air emissions, including permits to operate, equipment lists and notices of violation on the property.
Please feel free to contact Nicola Wells with any questions or concerns at 909-331-4871 or nicola.wells@efiglobal.com.
Thank you for your assistance with this information.

Is this a resubmittal of a request previously submitted as a email? *

○ Yes ◉ No

Time Period of Documents Requested

Start Date *
01/01/1900

End Date *
9/16/2022

Requested Facility or Site Information (if applicable)

Note: You may only include one Facility or Site per Form.

Are you requesting an address range, please indicate? *

◉ Yes ○ No ○ N/A

Type of Range *
Evens only

Facility ID (if known)

Address

Facility Name (if known)

City

Zip Code

Requested Application or Permit List. (if applicable)

Please click the Add Button to the right to enter a Application/Permit Number

Authorization Letter Attachment (0)

Authorization Letter

Note: Please use the above button for attaching an Authorization Letter from the facility to release confidential information for your public records request.

Supplemental Attachments (0)

Supplemental Documents

Note: Please use the above button for attaching additional documents that will help define your public records request.

Also Note: You MUST press the "Submit Your Public Records Request" button to complete this form otherwise the form will be automatically deleted!

INSTRUCTIONS FOR REQUESTING RECORDS

(California Public Records Act, Govt. Code Sections 6250-6276.48)

1. In order to expedite your request, please fill out the form completely. Requests may also be submitted by phone at (909) 396-3700, by facsimile to (909) 396-3330, or by email to PublicRecordsRequests@aqmd.gov.

2. Requests must be for records prepared, owned, used, or retained by the District (Gov. Code Sec. 6252(e)). Requests should be for clearly identifiable records. The District is not required to create a new record in response to a request. The District will assist the requestor in making a request that describes reasonably identifiable records (Gov. Code Sec. 6253.1). Documents will not be provided if disclosure would infringe upon a copyright, trade secret, or is otherwise exempt in accordance with state law.

3. A search for facility records can only be conducted by one or all of the following:

-- a) Facility Name, Address, or Identification Number

-- b) Facility Application Number, or Permit to Operate Number; or

-- c) Facility Notice of Violation/Notice to Comply Number.

4. You will be notified within ten (10) days whether your request seeks copies of disclosable public records prepared, owned, used, or retained by this agency. In some cases, the District may need an additional 14 days to respond. If so, you will be notified in writing. You will also be provided an estimated date of when the records will be made available.

5. Communications regarding your request, and any records, will be provided by email, unless specified otherwise.

6. If the search for records finds the records voluminous, you will be notified of the approximate number of pages and/or length of time it will take to process your request.

7. If the records you requested have been marked confidential by the source of the record, you will be notified and given the option of continuing with the District's Trade Secret process.

8. If your request is to review records, rather than receive copies, the District will notify you once the records are gathered, and arrangements will be made for your review.

9. The charge for the direct cost of duplication is as follows: Paper Copies, $0.15/page each over 10 pages (first 10 pages are free); Copied CD's or flash drives, no charge; and Copied Audio Tapes, $5.00 each. After a preliminary estimate, advance payment may be required.

10. If the request is for information in an electronic format, the requestor shall bear the cost of producing a copy of the record, including the cost to construct the record and the cost of programming and computer services necessary to produce a copy of the record, when either of the following applies: (1) the District would be required to produce a copy of an electronic record and the record is one that is produced only at otherwise regularly scheduled intervals, or (2) the request would require data compilation, extraction, or programming to produce the record. (Gov. Code Sec. 6253.9(b)). The transfer of gathered electronic records onto CD, DVD or flash drive typically costs $10.00 each. An invoice will accompany your records when completed.

Note: For further information, please refer to the District's Guidelines for Implementing the California Public Records Act. The Guidelines are available in the lobby of the District Headquarters or on the District's web site at www.aqmd.gov.

Note: If you have questions pertaining to the submittal of a Public Records Act request, you may contact the Public Records Unit, (909) 396-3700, Tuesday through Friday, 7:00 a.m. to 5:30 p.m. Our Fax number is (909) 396-3330. Our email address is PublicRecordsRequests@aqmd.gov.

SOUTH COAST AQMD

PUBLIC RECORDS REQUEST FORM

Request Information (For Office Use Only)

Date Stored	**Time Stored**
Public Record Request Nbr	**Public Record Request Tracking Nbr** 1415022

Attention Requestor

Please fill out this form completely. You may include an attachment to the form, if necessary.

Requestor Information

Requestor Name Nicola Wells 045.09702	**Requestor Address** 317 S. Isis Avenue, STE 207
Requestor Company EFI Global	**Requestor City** Inglewood
Requestor Email * NICOLA.WELLS@EFIGLOBAL.COM	**Requestor State** CA
Requestor Phone (909)331-4871	**Requestor Zip Code**

Type of Requested Record(s).

REQUESTED RECORDS. **Please be as specific as possible in describing the records you are seeking.** The more specific you are, the easier it will be to determine if such records exist in District files. Please contact the Public Records Unit if you need assistance in identifying District records.

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APNs: 5053-008-004

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Is this a resubmittal of a request previously submitted as a email? *

◯ Yes ◯ No

Time Period of Documents Requested

Start Date *
01/01/1900

End Date *
9/16/2022

Requested Facility or Site Information (if applicable)

Note: You may only include one Facility or Site per Form.

Are you requesting an address range, please indicate? *

◯ Yes ◉ No ◯ N/A

Facility ID (if known)

Address

Facility Name (if known)

City

Zip Code

Requested Application or Permit List. (if applicable)

Please click the Add Button to the right to enter a Application/Permit Number

Authorization Letter Attachment (0)

Authorization Letter

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Supplemental Documents

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-- b) Facility Application Number, or Permit to Operate Number; or

-- c) Facility Notice of Violation/Notice to Comply Number.

4. You will be notified within ten (10) days whether your request seeks copies of disclosable public records prepared, owned, used, or retained by this agency. In some cases, the District may need an additional 14 days to respond. If so, you will be notified in writing. You will also be provided an estimated date of when the records will be made available.

5. Communications regarding your request, and any records, will be provided by email, unless specified otherwise.

6. If the search for records finds the records voluminous, you will be notified of the approximate number of pages and/or length of time it will take to process your request.

7. If the records you requested have been marked confidential by the source of the record, you will be notified and given the option of continuing with the District's Trade Secret process.

8. If your request is to review records, rather than receive copies, the District will notify you once the records are gathered, and arrangements will be made for your review.

9. The charge for the direct cost of duplication is as follows: Paper Copies, $0.15/page each over 10 pages (first 10 pages are free); Copied CD's or flash drives, no charge; and Copied Audio Tapes, $5.00 each. After a preliminary estimate, advance payment may be required.

10. If the request is for information in an electronic format, the requestor shall bear the cost of producing a copy of the record, including the cost to construct the record and the cost of programming and computer services necessary to produce a copy of the record, when either of the following applies: (1) the District would be required to produce a copy of an electronic record and the record is one that is produced only at otherwise regularly scheduled intervals, or (2) the request would require data compilation, extraction, or programming to produce the record. (Gov. Code Sec. 6253.9(b)). The transfer of gathered electronic records onto CD, DVD or flash drive typically costs $10.00 each. An invoice will accompany your records when completed.

Note: For further information, please refer to the District's Guidelines for Implementing the California Public Records Act. The Guidelines are available in the lobby of the District Headquarters or on the District's web site at www.aqmd.gov.

Note: If you have questions pertaining to the submittal of a Public Records Act request, you may contact the Public Records Unit, (909) 396-3700, Tuesday through Friday, 7:00 a.m. to 5:30 p.m. Our Fax number is (909) 396-3330. Our email address is PublicRecordsRequests@aqmd.gov.

Wells, Nicola

From: mcard@aqmd.gov
Sent: Friday, September 23, 2022 6:14 AM
To: Wells, Nicola
Cc: ob_pr_support_docs@aqmd.gov
Subject: SCAQMD Public Records Request# 1415018, -- Completion Letter

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Nicola Wells 045.09702
Efi
317 S. Isis Avenue, Ste 207
Inglewood, Ca 90301

Ref: Request for Records; Control No. **1415018**, Received 9/16/2022
RE: P/O'S, EQL'S & NOV'S FOR 3018-3110 (EVENS) WESTERN AVE, LOS ANGELES, CA, FROM 1/1/1900-9/16/2022.

After a thorough search of this agency's records:

NO REQUESTED RECORDS WERE FOUND FOR THE ABOVE REFERENCED FACILITY OR FACILITY SITE.

Should you have any questions or need additional information, please do not hesitate to contact me at (909) 396-3700, Tuesday through Friday, between the hours of **8:00 a.m.** and **4:30 p.m.**

Sincerely,

Michelle Card
For Colleen Paine
Public Records Coordinator
Information Management

Wells, Nicola

From: mcard@aqmd.gov
Sent: Friday, September 23, 2022 6:14 AM
To: Wells, Nicola
Cc: ob_pr_support_docs@aqmd.gov
Subject: SCAQMD Public Records Request# 1415022, -- Completion Letter

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Nicola Wells 045.09702
Efi Global
317 S. Isis Avenue, Ste 207
Inglewood, Ca 90301

Ref: Request for Records; Control No. **1415022**, Received 9/16/2022
RE: P/O'S, EQL'S & NOV'S FOR 3016 WESTERN AVE, LOS ANGELES, CA, FROM 1/1/1900-9/16/2022.

After a thorough search of this agency's records:

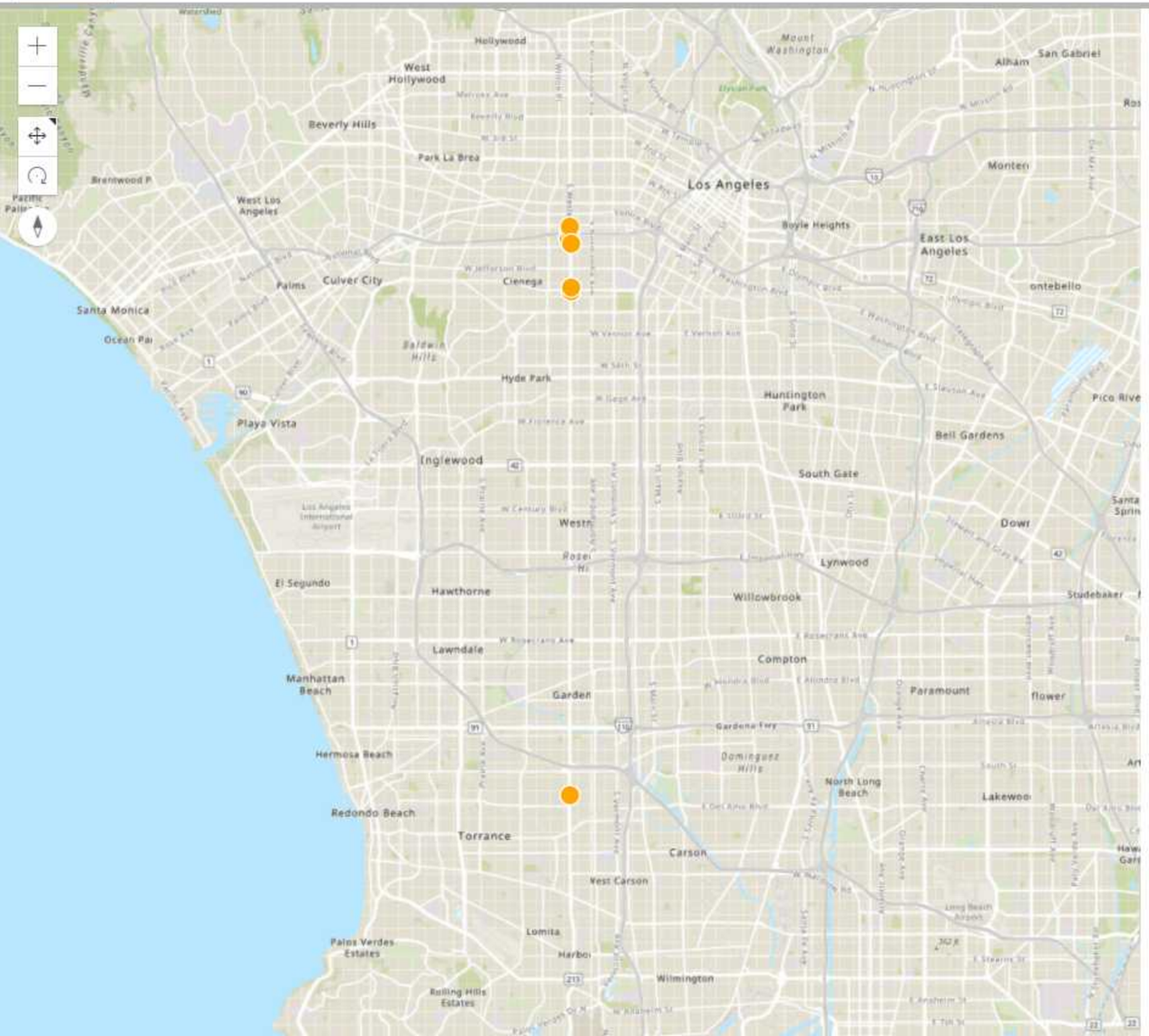
NO REQUESTED RECORDS WERE FOUND FOR THE ABOVE REFERENCED FACILITY OR FACILITY SITE.

Should you have any questions or need additional information, please do not hesitate to contact me at (909) 396-3700, Tuesday through Friday, between the hours of **8:00 a.m.** and **4:30 p.m.**

Sincerely,

Michelle Card
For Colleen Paine
Public Records Coordinator
Information Management

Select Search Type: Find a Facility | Name: | Street: western | City: | Zip: 90018 | RECLAIM | TITLE V | SEARCH



SEARCH RESULTS

40 Results

Street: western | Zip: 90018 | Clear all Filters | Sort: Status

191626
Facility Name FRANCIS CLEANERS
Facility Address: 1905 S WESTERN AVE, LOS ANGELES, CA 90018
Status: ACTIVE

106729
Facility Name DAE EUN INC
Facility Address: 2025 S WESTERN AVE, LOS ANGELES, CA 90018
Status: ACTIVE

169202
Facility Name AMB FUND III MOSAIC LLC
Facility Address: 20000 S WESTERN AVE, LOS ANGELES, CA 90018
Status: ACTIVE

142730
Facility Name SANG HAN ENTERPRISE INC
Facility Address: 3774 S WESTERN AVE, LOS ANGELES, CA 90018
Status: ACTIVE

178286
Facility Name SCLARC
Facility Address: 2500 S WESTERN AVE, LOS ANGELES, CA 90018
Status: ACTIVE

154649
Facility Name ABBY'S, ANTONIO TIBURCIO
Facility Address: 3751 S WESTERN AVE, LOS ANGELES, CA 90018
Status: ACTIVE

9677
Facility Name WESTERN PARK MEDICAL CTR
Facility Address: 2231 S WESTERN AVE, LOS ANGELES, CA 90018
Status: ACTIVE

90018
Facility Name CAMACHOS #2 RESTAURANT
Facility Address: 1905 WESTERN AVE, LOS ANGELES, CA 90018
Status: ACTIVE

Facility ID	Facility Name	Reclaim	Title V	Facility Address	Facility Sta
6257	UNITED VULCANIZING CO			2945 S WESTERN AVE, LOS ANGELES, CA 90018	
8059	H. TOJI CO			2214 S WESTERN AVE, LOS ANGELES, CA 90018	
9677	WESTERN PARK MEDICAL CTR			2231 S WESTERN AVE, LOS ANGELES, CA 90018	ACTIVE
9820	FASHION-TEX SERV INC			3626 S WESTERN AVE, LOS ANGELES, CA 90018	
10672	TEXACO DLR, THURMAN JACKSON			2956 S WESTERN & 30TH, LOS ANGELES, CA 90018	
12052	ROCKET CLEANERS & LAUNDRY			3425 S WESTERN AVE, LOS ANGELES, CA 90018	
16127	LAUNDERLAND CLEANERS			2615 S WESTERN AVE, LOS ANGELES, CA 90018	
18854	DAN-DEE CLEANERS			3109 S WESTERN AVE, LOS ANGELES, CA 90018	
20531	UNION DLR			18605 S WESTERN AVE, TORRANCE, CA 90018	
32609	CAL TARGET ENTER			3423 S WESTERN AVE, LOS ANGELES, CA 90018	
33614	UNION DLR, JUN CHUL PARK			3774 S WESTERN AVE, LOS ANGELES, CA 90018	
33701	CHEVRON DLR, ROY CISNEROS SS#9-0099			2602 S WESTERN AVE, LOS ANGELES, CA 90018	
42244	ARCO DLR, SUNG HO HONG			3770 S WESTERN AVE, LOS ANGELES, CA 90018	
42483	UNION DLR, KAB JOON KIM			3774 S WESTERN AVE, LOS ANGELES, CA 90018	
45821	LOS ANGELES METROPOLITAN MEDICAL CENTER			2231 S WESTERN AVE, LOS ANGELES, CA 90018	ACTIVE
49247	WEST ADAMS COMMUNITY HOSPITAL			2231 S WESTERN AVE, LOS ANGELES, CA 90018	
51140	ARCO DLR, KI IL HONG, ALAN'S SERV STA			3770 S WESTERN AVE, LOS ANGELES, CA 90018	
52740	UNOCAL DEALER, SANG DON HANG			3774 S WESTERN AVE, LOS ANGELES, CA 90018	
58171	HYUNDAI AUTO BODY & REPAIR			2025 S WESTERN AVE, LOS ANGELES, CA 90018	
60717	GOLDEN AUTO CENTER			2137 S WESTERN AVE, LOS ANGELES, CA 90018	
61350	P & M SERV STA #973			3423 S WESTERN AVE, LOS ANGELES, CA 90018	
72184	LA CITY, DEPT OF GEN SERVICES			2009 S WESTERN AVE, LOS ANGELES, CA 90018	ACTIVE
72280	ARCO DLR, V T HUU			3770 S WESTERN AVE, LOS ANGELES, CA 90018	
77196	MOBIL OIL CORP			1900 WESTERN, LOS ANGELES, CA 90018	
80448	ARCO DLR, V C TRUONG			3770 S WESTERN AVE, LOS ANGELES, CA 90018	
81720	ROCKET CLEANER			3425 S WESTERN AVE, LOS ANGELES, CA 90018	
88576	UNOCAL 76 SS# 2439			3774 S WESTERN AVE, LOS ANGELES, CA 90018	
90018	CAMACHOS #2 RESTAURANT			1905 WESTERN AVE, LOS ANGELES, CA 90018	ACTIVE
99193	GAMA GAS CORP			3770 S WESTERN AVE, LOS ANGELES, CA 90018	
106729	DAE EUN INC			2025 S WESTERN AVE, LOS ANGELES, CA 90018	ACTIVE
111720	TOSCO CORP, SANG D HAN SITE #30438			3774 S WESTERN AVE, LOS ANGELES, CA 90018	
120725	LOS ANGELES METROPOLITAN MED CNTR			2231 S WESTERN AVE, LOS ANGELES, CA 90018	
131522	CONOCOPHILLIPS,252439,S HAN ENTERPRISE			3774 S WESTERN AVE, LOS ANGELES, CA 90018	
139364	OTTO'S DRY CLEANERS & LAUNDRY			1905 S WESTERN AVE, LOS ANGELES, CA 90018	
142730	SANG HAN ENTERPRISE INC			3774 S WESTERN AVE, LOS ANGELES, CA 90018	ACTIVE
154649	ABBY'S, ANTONIO TIBURCIO			3751 S WESTERN AVE, LOS ANGELES, CA 90018	ACTIVE
169202	AMB FUND III MOSAIC LLC			20000 S WESTERN AVE, LOS ANGELES, CA 90018	ACTIVE
178286	SCLARC			2500 S WESTERN AVE, LOS ANGELES, CA 90018	ACTIVE
188931	2231 S. WESTERN (LA) LLC			2231 S WESTERN AVE, LOS ANGELES, CA 90018	ACTIVE
191626	FRANCIS CLEANERS			1905 S WESTERN AVE, LOS ANGELES, CA 90018	ACTIVE

City of Los Angeles

REQUEST A PUBLIC RECORD

Documents, photos, emails, texts, videos, data and other records.

Everything in this request box will be displayed publicly if the agency makes your request public.

Hello,
This firm is performing a Phase I Environmental Site Assessment for the property located at the following addresses:
3016 Western Ave., Los Angeles, California 90018
APNs: 5053-008-004
We are requesting any information from your departments pertaining to industrial wastewater discharge, clarifiers, storm water, or industrial wastewater, including permits to operate and notices of violation on the property.
Please feel free to contact Nicola Wells with any questions or concerns at 909-331-4871 or nicola.wells@efiglobal.com. Thank you for your assistance with this information.

Looking for information about permits issued by Public Works: Bureau of Engineering? Click HERE for instructions on how to

This record request portal is currently being used by:

- **City Clerk**
- **Police Department**
- **Fire Department (CPRA requests only)**
- **Controller**
- **City Administrative Officer**
- **Department of Transportation**
- **General Services**
- **Neighborhood Empowerment**
- **Public Works (Street Lighting)**
- **Public Works (Sanitation)**
- **Public Works (Engineering)**

search for BOE permit information.

Looking for information about permits issued by the Police Commission? **STOP** and contact the Commission directly HERE. Permit inquiries cannot be answered through this system.

If you are looking for information related to the Board of Police Commission, including: agenda, minutes, vehicle tow, vehicle impound, please visit the Board of Police Commission web link below.
http://www.lapdonline.org/police_commission

* Department
Public Works: Bureau of Sanitation

YOUR INFORMATION

Who can see my personal information?

Email
nicola.wells@efiglobal.co

Name
Nicola Wells

Phone
9093314871

Street address

- **Council District 4 (Nithya Raman)**
- **Council District 5 (Paul Koretz)**
- **Council District 13 (Mitch O'Farrell)**

For all other city departments' records please go to their respective webpage and contact them directly.

Popular Resources

- **Open Data**
- **Council & Committee Meetings**
- **Archives & Records**

REQUESTS FOR NON-PARTICIPATING DEPARTMENTS

If you have a request for a department not on that list, visit that department's website and follow the instructions there for submitting a request. Requests submitted through this portal for non-

317 S. Isis Avenue, STE 207

City

Inglewood

State

California

Zip

90301

Company

EFI Global

Make request

* Indicates required field

participating departments will be closed out.

REQUESTS FOR MULTIPLE DEPARTMENTS

If you would like to submit a request to multiple departments, please submit a separate request to each department.

INCLUDING DOCUMENTS WITH REQUESTS

If you would like to include a document with your request you can upload it to the request after the request has been submitted.

ANONYMOUS REQUESTS

You are not required to include any contact information with a request, however if you submit an anonymous request you will not receive updates about your request or be able to log in to access documents. The only way you will be able to

receive responsive documents is if the department posts them publicly on the portal or if you contact the department directly. If the department needs clarification on your request and has no way to contact you your request may be closed out without a response.

Request a public record

Documents, photos, emails, texts, videos, data and other records.

Everything in this request box will be displayed publicly if the agency makes your request public.

Hello,
This firm is performing a Phase I Environmental Site Assessment for the property located at the following addresses:
3018-3110 (even) Western Ave., Los Angeles, California 90018
APNs: 5053-008-004, -005, -006
We are requesting any information from your departments pertaining to industrial wastewater discharge, clarifiers, storm water, or industrial wastewater, including permits to operate and notices of violation on the property.
Please feel free to contact Nicola Wells with any questions or concerns at 909-331-4871 or nicola.wells@efiglobal.com. Thank you for your assistance with this information.

Looking for information about permits issued by Public Works: Bureau of Engineering? Click HERE for instructions on how to search for BOE permit information.

Looking for information about permits issued by the Police Commission? **STOP** and contact the Commission directly HERE. Permit inquiries cannot be answered through this system.

If you are looking for information related to the Board of Police Commission, including: agenda, minutes, vehicle tow, vehicle impound, please visit the Board of Police Commission web link below.

http://www.lapdonline.org/police_commission

* Department
Public Works: Bureau of Sanitation

Your information

Who can see my personal information?

Email
nicola.wells@efiglobal.com
Name
Nicola Wells
Phone
9093314871
Street address
317 S. Isis Avenue,
STE 207
City
Inglewood
State
California
Zip
90301
Company
EFI Global

Make request

* Indicates required field

This record request portal is currently being used by:

- **City Clerk**
- **Police Department**
- **Fire Department (CPRA requests only)**
- **Controller**
- **City Administrative Officer**
- **Department of Transportation**
- **General Services**
- **Neighborhood Empowerment**
- **Public Works (Street Lighting)**
- **Public Works (Sanitation)**
- **Public Works (Engineering)**
- **Council District 4 (Nithya Raman)**
- **Council District 5 (Paul Koretz)**
- **Council District 13 (Mitch O'Farrell)**

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- **Council & Committee Meetings**
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REQUESTS FOR NON-PARTICIPATING DEPARTMENTS

If you have a request for a department not on that list, visit that department's website and follow the instructions there for submitting a request. Requests submitted through this portal for non-participating departments will be closed out.

REQUESTS FOR MULTIPLE DEPARTMENTS

If you would like to submit a request to multiple departments, please submit a separate request to each department.

INCLUDING DOCUMENTS WITH REQUESTS

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ANONYMOUS REQUESTS

You are not required to include any contact information with a request, however if you submit an anonymous request you will not receive updates about your request or be able to log in to access documents. The only way you will be able to receive responsive documents is if the department posts them publicly on the portal or if you contact the department directly. If the department needs clarification on your request and has no way to contact you your request may be closed out without a response.

Skip to main content

Public Record Requests

City of Los Angeles

Request Visibility: Published

Request 22-9506 Closed

3 of 26 with filters active

Dates

Received

September 15, 2022 via web

Requester

Nicola Wells

nicola.wells@efiglobal.com

5261 West Imperial Highway , Los Angeles, CA, 90045

310-854-6300

EFI GLOBAL

Staff Assigned

Departments

Public Works: Bureau of Sanitation

Point of contact

Jessica Anguiano

Request

Hello,

This firm is performing a Phase I Environmental Site Assessment for the property located at the following addresses:

3018 Western Ave., Los Angeles, California 90018

3022 Western Ave., Los Angeles, California 90018

3024 Western Ave., Los Angeles, California 90018

3026 Western Ave., Los Angeles, California 90018

We are requesting any information from your departments pertaining to :

- any reports of the storage, release or spillage of hazardous materials (HAZMAT), or substances or petroleum products that have ever been located on the property
- any underground storage tanks (USTs) and aboveground storage tanks (A...

Show more

Timeline Documents

Request Closed Public

The Industrial Waste Management Division found no records pertaining to your request at this time. This request has been closed.

External Message

Requester + Staff

REQUEST FOR DOCUMENTS - UNDER THE PUBLIC RECORDS ACT

In reply to your request of September 15, 2022, for records concerning Request# 22-9506.

As of this date, our office has determined that LA Sanitation and Environment (LASAN) is not in possession of any documents or information relating to your request.

This does not include any records that may be in the custody of other city departments. As each department in the City of Los Angeles maintains and is responsible for their own records.

For all other City Department records please go to their respective website at https://lacity.org, the City's 311 website at http://myla311.lacity.org or call 311 to reach the City's call center during business hours.

Best regards,

LA Sanitation & Environment

September 23, 2022, 7:03am by Rosemary Cubero, Environmental Compliance Inspector (Staff)

Department Assignment

Public

Public Works: Bureau of Sanitation

Request Opened

Public

Request received via web

Skip to main content

Public Record Requests

City of Los Angeles

Request Visibility: Published

Request 22-9536 Closed

2 of 26 with filters active

Dates

Received

September 16, 2022 via web

Requester

Nicola Wells

nicola.wells@efiglobal.com

5261 West Imperial Highway , Los Angeles, CA, 90045

310-854-6300

EFI GLOBAL

Staff Assigned

Departments

Public Works: Bureau of Sanitation

Point of contact

Jessica Anguiano

Request

Hello,

This firm is performing a Phase I Environmental Site Assessment for the property located at the following addresses:

3018-3110 (even) Western Ave., Los Angeles, California 90018

APNs: 5053-008-004, -005, -006

We are requesting any information from your departments pertaining to industrial wastewater discharge, clarifiers, storm water, or industrial wastewater, including permits to operate and notices of violation on the property.

Please feel free to contact Nicola Wells with any questions or concerns at 909-331-4871 or nicola.wells@efiglobal.com. Thank you for your assistance with this information.

Timeline Documents

Request Closed

Public

The Industrial Waste Management Division found no records pertaining to your request at this time. This request has been closed.

External Message

Requester + Staff

REQUEST FOR DOCUMENTS - UNDER THE PUBLIC RECORDS ACT

In reply to your request of September 16, 2022, for records concerning Request# 22-9536.

As of this date, our office has determined that LA Sanitation and Environment (LASAN) is not in possession of any documents or information relating to your request.

This does not include any records that may be in the custody of other city departments. As each department in the City of Los Angeles maintains and is responsible for their own records.

For all other City Department records please go to their respective website at https://lacity.org, the City's 311 website at http://myla311.lacity.org or call 311 to reach the City's call center during business hours.

Best regards,

LA Sanitation & Environment

September 26, 2022, 7:11am by Rosemary Cubero, Environmental Compliance Inspector (Staff)

Department Assignment

Public

Public Works: Bureau of Sanitation

Request Opened

Public

Request received via web

Skip to main content

Public Record Requests

City of Los Angeles

Request Visibility: Published

Request 22-9541 Closed

1 of 26 with filters active

Dates

Received

September 16, 2022 via web

Requester

Nicola Wells

nicola.wells@efiglobal.com

5261 West Imperial Highway , Los Angeles, CA, 90045

310-854-6300

EFI GLOBAL

Staff Assigned

Departments

Public Works: Bureau of Sanitation

Point of contact

Jessica Anguiano

Request

Hello,

This firm is performing a Phase I Environmental Site Assessment for the property located at the following addresses:

3016 Western Ave., Los Angeles, California 90018

APNs: 5053-008-004

We are requesting any information from your departments pertaining to industrial wastewater discharge, clarifiers, storm water, or industrial wastewater, including permits to operate and notices of violation on the property.

Please feel free to contact Nicola Wells with any questions or concerns at 909-331-4871 or nicola.wells@efiglobal.com. Thank you for your assistance with this information.

Timeline Documents

Request Closed Public

The Industrial Waste Management Division found no records pertaining to your request at this time. This request has been closed.

External Message Requester + Staff

REQUEST FOR DOCUMENTS - UNDER THE PUBLIC RECORDS ACT

In reply to your request of September 16, 2022, for records concerning Request# 22-9541.

As of this date, our office has determined that LA Sanitation and Environment (LASAN) is not in possession of any documents or information relating to your request.

This does not include any records that may be in the custody of other city departments. As each department in the City of Los Angeles maintains and is responsible for their own records

For all other City Department records please go to their respective website at https://lacity.org, the City's 311 website at http://myla311.lacity.org or call 311 to reach the City's call center during business hours.

Best regards,

LA Sanitation & Environment

September 26, 2022, 7:13am by Rosemary Cubero, Environmental Compliance Inspector (Staff)

Department Assignment

Public

Public Works: Bureau of Sanitation

Request Opened

Public

Request received via web

LOS ANGELES COUNTY CUPA
ACTIVE - FACILITY INVENTORY

FACILITY NAME	SITE ADDRESS					CITY	ZIP	CERS ID	Facility ID	PE
WESTERN DENTAL	1535	S	WESTERN	AVE	J	LOS ANGELES	90006	10456084	FA0046860	1000
WESTERN DENTAL	1565	S	WESTERN	AVE		LOS ANGELES	90006	10448728	FA0046876	1001
C & R TIRE AUTOMOTIVE CENTER	1622	N	WESTERN	AVE		LOS ANGELES	90027	10679650	FA0030810	1001
CVS PHARMACY	1701	S	WESTERN	AVE		LOS ANGELES	90006	10257160	FA0030776	1101
FOOD 4 LESS #381	1717	S	WESTERN	AVE		LOS ANGELES	90006	10160099	FA0043516	1001
T-MOBILE TORRANCE SWITCH 100197	1855		WESTERN	WAY		TORRANCE	90501	10157143	FA0034441	7100
T-MOBILE TORRANCE SWITCH 100197	1855		WESTERN	WAY		TORRANCE	90501	10157143	FA0034441	3701
T-MOBILE WEST, LLC LA94014A	1899		WESTERN	WAY		TORRANCE	90501	10728217	FA0051180	7100
AUTOZONE #5419	1905	S	WESTERN	AVE	2	LOS ANGELES	90018	10139541	FA0029329	1002
LAFD-FIRE STATION 26	2009	S	WESTERN	AVE		LOS ANGELES	90018	10242160	FA0047371	1001
L.A. TOW	2020	S	WESTERN	AVE		LOS ANGELES	90018	10249573	FA0029467	1000
MODERN AUTO CENTER	2021	S	WESTERN	AVE		LOS ANGELES	90018	10249549	FA0045417	1002
MARTYS VILLAGE CLEANERS	2302	S	WESTERN	AVE		SAN PEDRO	90732	10252219	FA0029415	1001
SOUTH SHORE AUTO SERVICE	2490	S	WESTERN		B	SAN PEDRO	90732	10715362	FA0046609	1001
SOUTH SHORE MOBIL	2490	S	WESTERN	AVE		SAN PEDRO	90732	10250416	FA0029335	1001
RIVERA MECHANIC SHOP	2934	S	WESTERN	AVE		LOS ANGELES	90018	10253743	FA0032271	1001
UNITED AUTO CENTER INC	2945	S	WESTERN	AVE		LOS ANGELES	90019	0	FA0051996	1001
EL AGUILA MIGUELENA AUTO REPAIR	3534	S	WESTERN	AVE	C	LOS ANGELES	90018	10251088	FA0029321	1000
LA'S AUTO REPAIR & MAINTENANCE INC	3627	S	WESTERN	AVE		LOS ANGELES	90018	10860178	FA0052000	1000
VINE AUTO SERVICE	3722	S	WESTERN	AVE		LOS ANGELES	90018	0	FA0052003	1000
HAN'S 76 #252439	3774	S	WESTERN	AVE		LOS ANGELES	90018	10241413	FA0033686	1000
HYBRID FIX	3790	S	WESTERN	AVE	B	LOS ANGELES	90018	10786732	FA0050269	1000
RAMIREZ AUTO BODY	3790	S	WESTERN	AVE		LOS ANGELES	90018	10249780	FA0029339	1000
J. FREGOSO TIRES	3792	S	WESTERN	AVE		LOS ANGELES	90018	10262611	FA0040855	1001
AUTOZONE #5444	4003	S	WESTERN	AVE		LOS ANGELES	90062	10139573	FA0029330	1002
CVS PHARMACY #10292	4030	S	WESTERN	AVE		LOS ANGELES	90062	10500763	FA0042835	1101
CLASS "A" CLEANERS	4034	S	WESTERN	AVE		LOS ANGELES	90062	10254664	FA0029331	1000
O'REILLY AUTO PARTS #2891	4315	S	WESTERN	AVE		LOS ANGELES	90062	10254679	FA0029334	1002
VALERO, THREE FOUR INC	4404	S	WESTERN	AVE		LOS ANGELES	90062	10254109	FA0029429	1000
MG AUTO REPAIR	4600	S	WESTERN	AVE		LOS ANGELES	90062	10631584	FA0047114	1000
U S CLEANERS	4832	S	WESTERN	AVE		LOS ANGELES	90062	10254631	FA0029333	1000
J & R TRANSMISSION	5029	S	WESTERN	AVE		LOS ANGELES	90062	10244395	FA0043918	1001
MEZA BROTHER AUTO REPAIR	5128	S	WESTERN	AVE		LOS ANGELES	90062	10685386	FA0046487	1001
HAN'S UNION #250914	5816	S	WESTERN	AVE		LOS ANGELES	90047	10253179	FA0033684	1001
WESTERN METALS	5921	S	WESTERN	AVE		LOS ANGELES	90047	10532581	FA0046350	1001
AT&T MOBILITY - WESTERN AVE OVLY (USID11981)	6049	S	WESTERN	AVE	A	LOS ANGELES	90047	10198270	FA0050433	1000

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FACILITY NAME	SITE ADDRESS					CITY	ZIP	CERS ID	FACILITY ID	PE
IBY LLC	15801	E	001ST	ST		IRWINDALE	91706	10859590	FA0000041	3506
LAC PUBLIC WORKS WATERWORKS	41956		005TH	ST		PALMDALE	93550	10288612	FA0038267	3501
LAC PUBLIC WORKS WATERWORKS	43205	N	005TH	ST		LANCASTER	93534	10288576	FA0035875	3504
NINTH AVE FOODS	425	S	009TH	AVE		INDUSTRY	91746	10122775	FA0018697	3502
LAC PUBLIC WORKS WATERWORKS	44205	N	015TH	ST		LANCASTER	93534	10288567	FA0035870	3503
LAC PUBLIC WORKS WATERWORKS	44552	N	027TH	ST		LANCASTER	93535	10288561	FA0035879	3503
LAC PUBLIC WORKS WATERWORKS	44836		027TH	ST		LANCASTER	93536	10288579	FA0035876	3503
SIGNAL HILL PETROLEUM INC (SHWU)	1215	E	029TH	ST		SIGNAL HILL	90755	10281187	FA0035543	3503
PALMDALE WATER RECLAMATION PLANT - 30TH STREET EAST	39300		030TH	ST		PALMDALE	93550	10313725	FA0001387	3503
THE SYGMA NETWORK INC	46905		047TH	ST		LANCASTER	93536	10288978	FA0035808	3503
LAC PUBLIC WORKS WATERWORKS	43808	N	050TH	ST		LANCASTER	93536	10288606	FA0036116	3503
LAC PUBLIC WORKS WATERWORKS #14	35446	N	116TH	ST		LITTLEROCK	93543	10288591	FA0035881	3502
AVNEX SURFACE FINISHING INC.	327	W	132ND	ST		LOS ANGELES	90061	10272964	FA0000797	3503
PB FASTENERS	1700	W	132ND	ST		GARDENA	90249	10151869	FA0000808	3503
LAC PUBLIC WORKS WATERWORKS	41847	N	170TH	ST		LANCASTER	93535	10288597	FA0035883	3502
LAC PUBLIC WORKS WATERWORKS	40590	N	177TH	ST		LANCASTER	93535	10288600	FA0035884	3502
PRAXAIR, INC - 578	2006	E	223RD	ST		CARSON	90810	10482085	FA0001227	3504
INEOS POLYPROPYLENE LLC	2384	E	223RD	ST		CARSON	90810	10292143	FA0001215	3503
SERVICE PLATING CO INC	1855	E	62ND	ST		LOS ANGELES	90001	10152527	FA0000601	3501
QUEMETCO INC	720	S	7TH	AVE		CITY OF INDUSTRY	91746	10152895	FA0000313	3505
LA VINA RESERVOIR			ACCESS RD E OF CHAPMAN			ALTADENA	91001	10265614	FA0036900	3501
THE CHEESECAKE FACTORY BAKERY INC	26950		AGOURA	RD		CALABASAS	91301	10291885	FA0001947	3502
32 COLD LLC	6700		ALAMEDA	ST		HUNTINGTON PARK	90255	10264495	FA0039868	3502
AIRGAS USA, LLC	11711	S	ALAMEDA	ST		LOS ANGELES	90059	10146051	FA0002215	3503
Air Products and Chemicals, Inc. - Carson	23300	S	ALAMEDA	ST		CARSON	90810	10155423	FA0002211	3503
SANTA ANITA BOOSTER & RESERVOIR	2437		ALTADENA	DR		ALTADENA	91001	10265728	FA0033369	3501
BRENNTAG PACIFIC INC	4545		ARDINE	ST		SOUTH GATE	90280	10274593	FA0002976	3505
BRENNTAG PACIFIC INC	4570		ARDINE	ST	B	SOUTH GATE	90280	10274596	FA0002974	3501
WWF OPERATING COMPANY	18275		ARENTH	AVE		INDUSTRY	91748	10284928	FA0003003	3503
WILLIAM B. TEMPLE TREATMENT PLANT #1	255	W	ARROW	HWY		GLENDORA	91740	10282864	FA0003230	3502
SHASTA BEVERAGES INC	14405		ARTESIA	BLVD		LA MIRADA	90638	10289596	FA0003399	3502
PRECISION POWDERED METAL PARTS	145		ATLANTIC	ST		POMONA	91768	10294978	FA0003787	3502
MISTRAS GROUP INC	8427		ATLANTIC	AVE		CUDAHY	90201	10289173	FA0003683	3502
LANCASTER WATER RECLAMATION PLANT	1865	W	AVENUE D			LANCASTER	93534	10313728	FA0004083	3504
LAC PUBLIC WORKS WATERWORKS - Site #10	1284	W	AVENUE H			LANCASTER	93534	10288582	FA0035877	3503
Gene Wheeler Farms Inc.	444	W	AVENUE H 6			LANCASTER	93534	10288306	FA0032702	3502
LAC PUBLIC WORKS WATERWORKS	419	W	AVENUE J			LANCASTER	93534	10288564	FA0004201	3503

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FACILITY NAME	SITE ADDRESS					CITY	ZIP	CERS ID	FACILITY ID	PE
LAC PUBLIC WORKS WATERWORKS	3549	E	AVENUE J 8			LANCASTER	93535	10343359	FA0035878	3503
LAC PUBLIC WORKS WATERWORKS	741	W	AVENUE M			LANCASTER	93534	10288573	FA0035874	3503
SGL TECHNIC POLYCARBON DIV	28176	N	AVENUE STANFORD			VALENCIA	91355	10152137	FA0004435	3505
LAC PUBLIC WORKS WATERWORKS	8955	E	AVENUE U			LITTLEROCK	93543	10288594	FA0035882	3502
SO CAL FARMS LLC	10400	E	AVENUE U			LITTLEROCK	93543	10266853	FA0030887	3503
ATK SPACE SYSTEMS INC	6033		BANDINI	BLVD		COMMERCE	90040	10273795	FA0004891	3502
JFC INTERNATIONAL, INC.	7140		BANDINI	BLVD		COMMERCE	90040	10269040	FA0004896	3502
GOODMAN FOOD PRODUCTS INC	200	E	BEACH	AVE		INGLEWOOD	90302	10271539	FA0005029	3503
SUPREME PLATING CO	330	E	BEACH	AVE		INGLEWOOD	90302	10274335	FA0005032	3501
LA BOTTLEWORKS INC	1605		BEACH	ST		MONTEBELLO	90640	10482463	FA0026844	3501
BODYCOTE THERMAL PROCESSING	3370		BENEDICT	WAY		HUNTINGTON PARK	90255	10153489	FA0005155	3502
MANNING BEEF LLC	9531	E	BEVERLY	RD		PICO RIVERA	90660	10268398	FA0005310	3502
BODYCOTE THERMAL PROCESSING (HUNTINGTON PARK)	6239		BISSEL	PL		HUNTINGTON PARK	90255	10710694	FA0048128	3502
WALNUT CREEK ENERGY PARK	911		BIXBY	DR		INDUSTRY	91745	10268698	FA0045189	3503
CALIFORNIA CHEMICAL	1363	S	BONNIE BRAE	PL	A	COMMERCE	90044	0	FA0053773	3503
RIO VISTA INTAKE PUMP STATION (CLWA)	26401		BOUQUET CANYON	RD		SAUGUS	91350	10287784	FA0037458	3502
SCV WATER - RVWTP	27234		BOUQUET CANYON	RD		SANTA CLARITA	91350	10287778	FA0005595	3507
Albertsons Milk/Bread Plant	3361	S	BOXFORD	AVE		COMMERCE	90040	10273498	FA0005610	3504
TROPICANA PRODUCTS INC	20405		BUSINESS	PKWY		WALNUT	91789	10294189	FA0039891	3503
CALAVERAS RESERVOIR	64	E	CALAVERAS	ST		ALTADENA	91001	10417312	FA0033368	3501
CALAVERAS RESERVOIR	825	E	CALAVERAS	ST		ALTADENA	91001	10274851	FA0006260	3501
AEROPRES CORP	445	S	CATARACT	AVE		SAN DIMAS	91773	10264297	FA0006817	3505
ARCTIC GLACIER USA INC	17011		CENTRAL	AVE		CARSON	90746	10271611	FA0007016	3503
CARSON HYBRID ENERGY STORAGE	17171	S	CENTRAL	AVE		CARSON	90746	10293058	FA0007024	3502
S.COULTER RESERVOIR	3939		CHANEY	TRL		ALTADENA	91001	10265623	FA0036906	3501
LBA REALTY	351		CHERYL	LN		CITY OF INDUSTRY	91789	10289524	FA0007319	3503
OUT OF THE SHELL	1717	N	CHICO	AVE		SOUTH EL MONTE	91733	10461400	FA0007392	3501
HILL BROTHERS CHEMICAL COMPANY	15017	E	CLARK	AVE		INDUSTRY	91745	10174285	FA0007609	3508
LAC PUBLIC WORKS WATERWORKS	40163	N	DIVISION	ST		PALMDALE	93550	10288588	FA0035880	3503
LAC PUBLIC WORKS WATERWORKS	43205	N	DIVISION	ST		LANCASTER	93535	10288618	FA0035871	3502
LAC PUBLIC WORKS WATERWORKS SITE #4	45548	N	DIVISION	ST		LANCASTER	93535	10288570	FA0035873	3502
NORMAN FOX & CO	14970		DON JULIAN	RD		INDUSTRY	91746	10169877	FA0009162	3506
ALTAIR PARAMOUNT LLC	14700		DOWNEY	AVE		PARAMOUNT	90723	10153543	FA0009232	3505
HASA INC	23119		DRAYTON	ST		SAUGUS	91350	10123705	FA0009252	3510
ELITE COMFORT SOLUTIONS	4542	E	DUNHAM	ST		COMMERCE	90040	10154147	FA0009317	3508
THE GILL CORPORATION	4056		EASY	ST		EL MONTE	91731	10152147	FA0009555	3503

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FACILITY NAME	SITE ADDRESS					CITY	ZIP	CERS ID	FACILITY ID	PE
CUSTOM ALLOY LIGHT METALS	13329		ECTOR	ST		INDUSTRY	91746	10285303	FA0009560	3506
SWIGART RESERVOIR	4554		EL PRIETO	RD		ALTADENA	91001	10265608	FA0036902	3501
B.Y. INTERNATIONAL INC.	710		EPPERSON	DR		INDUSTRY	91748	10266631	FA0009890	3502
SANFORD M ANDERSON WATER TREATMT PL	359	N	EUCALYPTUS	AVE		INGLEWOOD	90302	10270522	FA0034778	3506
SAFEWAY INC	12844		EXCELSIOR	DR		NORWALK	90650	10282927	FA0009962	3502
CARGILL FOOD DISTRIBUTION, NORWALK	13034		EXCELSIOR	DR		NORWALK	90650	10275991	FA0009961	3502
SENTINEL PEAK RESOURCES	5640	S	FAIRFAX	AVE	A	LOS ANGELES	90056	10397749	FA0010108	3503
FIGUEROA SUMP BASIN	263	W	FIGUEROA	DR		ALTADENA	91001	10274854	FA0010384	3501
CAPSTAN CALIFORNIA	16110	S	FIGUEROA	ST		CARSON	90248	10289926	FA0031625	3502
SCE - CENTER PEAKER GENERATING STATION	10639	E	FIRESTONE	BLVD		NORWALK	90650	10148699	FA0037183	3503
S & S FOODS LLC	1120	W	FOOTHILL	BLVD		AZUSA	91702	10285030	FA0031009	3503
READY PAC PRODUCE	4401		FOXDALE	AVE		IRWINDALE	91706	10282819	FA0011510	3505
ALLOYS CLEANING INC	1960	E	GAGE	AVE		LOS ANGELES	90001	10269067	FA0011749	3504
UNIVAR SOLUTIONS USA INC	2600	S	GARFIELD	AVE		COMMERCE	90040	10126384	FA0012234	3508
WORLD OIL REFINING	9301		GARFIELD	AVE		SOUTH GATE	90280	10295770	FA0012135	3511
ACE CLEARWATER ENTERPRISES	14105	S	GARFIELD	AVE		PARAMOUNT	90723	10263625	FA0012082	3501
ANAPLEX CORPORATION	15547		GARFIELD	AVE		PARAMOUNT	90723	10152287	FA0012108	3503
GLENROSE RESERVOIR	3205		GLENROSE	AVE		ALTADENA	91001	10265605	FA0036905	3502
VALLEY WATER CO	3640		HAMPSTEAD	RD		LA CANADA FLINTRIDGE	91011	10284652	FA0013223	3501
VALLEY WATER CO	4524		HAMPTON	RD		LA CANADA FLINTRIDGE	91011	10284655	FA0013225	3502
AES REDONDO BEACH LLC	1100	N	HARBOR	DR		REDONDO BEACH	90277	10153799	FA0013233	3506
LAC PW WATERWORKS DIST 36, VAL VERD, SITE 20	28909		HASLEY CANYON	RD		CASTAIC	91384	10287904	FA0044802	3503
MULTICHROME/MICROPLATE CO INC	1013	W	HILLCREST	BLVD		INGLEWOOD	90301	10263763	FA0013713	3501
POMONA WATER RECLAMATION PLANT	295		HUMANE	WAY		POMONA	91766	10313707	FA0013946	3502
SAPUTO CHEESE USA INC	5611	E	IMPERIAL	HWY		SOUTH GATE	90280	10297510	FA0014374	3502
JSL FOODS, INC.	1478	N	INDIANA	ST		LOS ANGELES	90063	10270918	FA0014430	3503
VALENCE LYNWOOD DBA TRIUMPH PROCESSING, INC	2588		INDUSTRY	WAY		LYNWOOD	90262	10153899	FA0035071	3506
VALENCE LYNWOOD DBA TRIUMPH PROCESSING, INC	2605		INDUSTRY	WAY		LYNWOOD	90262	10153895	FA0014515	3506
PARAMOUNT ICELAND INC	8041		JACKSON	ST		PARAMOUNT	90723	10281787	FA0014687	3501
ST & I INC	7517		JEFFERSON	ST		PARAMOUNT	90723	10212694	FA0014818	3504
RANTEC	31186		LA BAYA	DR		WESTLAKE VILLAGE	91362	10421086	FA0015094	3501
EARL SCHMIDT FILTRATION PLANT (CLWA)	32700	N	LAKE HUGHES	RD		CASTAIC	91384	10287781	FA0015516	3503
RUBIO CANON LAND & WATER ASSOC	2663		MAIDEN	LN		ALTADENA	91001	10274860	FA0016944	3501
TAPIA WATER RECLAMATION	731		MALIBU CANYON	RD		CALABASAS	91302	10403506	FA0017281	3501
CITY OF CERRITOS-CORPORATE YARD	16540		MARQUARDT	AVE		CERRITOS	90703	10281478	FA0017659	3503
SCOTT SALES CO	6115		MAYWOOD	AVE		HUNTINGTON PARK	90255	10263310	FA0017762	3501
ACCURATE STEEL TREATING	10008		MILLER	WAY		SOUTH GATE	90280	10264867	FA0018021	3501
MIRAMAR WATER TREATMENT PLANT	1021		MIRAMAR	AVE		CLAREMONT	91711	10294147	FA0018085	3506

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FACILITY NAME	SITE ADDRESS					CITY	ZIP	CERS ID	FACILITY ID	PE
EINSTEIN NOAH RESTAURANT GROUP INC	10050		MISSION MILL	RD		PICO RIVERA	90601	10279636	FA0018213	3503
MWD - WEYMOUTH WATER TREATMENT PLANT	700		MORENO	AVE		LA VERNE	91750	10029544	FA0018354	3509
GROW MORE INC	15600		NEW CENTURY	DR		GARDENA	90248	10271422	FA0018663	3502
FRESHLY INC	4000		NOAKES	ST		COMMERCE	90023	10272205	FA0018711	3503
SHINE FOOD, INC (TORRANCE, CA)	19216	S	NORMANDIE	AVE		TORRANCE	90502	10735990	FA0033948	3504
US FOOD SERVICE, INC.	15155		NORTHAM	ST		LA MIRADA	90638	10290010	FA0018937	3503
PLANT & GAC	2692	N	OLIVE	AVE		ALTADENA	91001	10265611	FA0036904	3502
FRESHPOINT SOUTHERN CALIFORNIA	155		ORANGE	AVE		INDUSTRY	91744	10284523	FA0037228	3503
TROPICANA PRODUCTS INC	240	N	ORANGE	AVE		INDUSTRY	91744	10282546	FA0019457	3503
ARTISTIC SILVER PLATING INC	2344		ORANGE	AVE		SIGNAL HILL	90755	10267306	FA0035373	3501
KCI NEWPORT INC	15763		ORNELAS	ST		IRWINDALE	91706	10285060	FA0036170	3501
ALLEN BOOSTER AND RESERVOIR	2073		PINECREST	DR		ALTADENA	91001	10265731	FA0033367	3501
LOS COYOTES WATER RECLAMATION PLANT	16515		PIUMA	AVE		CERRITOS	90703	10313710	FA0021006	3503
AMERICOLD	14840	E	PROCTOR	AVE		INDUSTRY	91746	10271794	FA0021319	3502
CACIQUE INC	14940	E	PROCTOR	AVE		INDUSTRY	91746	10283926	FA0021306	3503
PQ CORPORATION	8401		QUARTZ	AVE		SOUTH GATE	90280	10153419	FA0021425	3502
ALTA DENA CERTIFIED DAIRY - COI-SOUTH	17851	E	RAILROAD	ST	A	INDUSTRY	91748	10286452	FA0021483	3506
BALDWIN PARK WATER TREATMENT PLANT #2	15342	E	RAMONA	BLVD		BALDWIN PARK	91706	10791646	FA0051158	3501
MATERIAL LOGISTICS AND SERVICES	20455	S	REEVES	AVE		CARSON	90810	10174057	FA0021775	3509
Charlie's Produce	5301		RIVERGRADE	RD		IRWINDALE	91706	10460056	FA0031854	3503
SONIC PLATING CO	1930	W	ROSECRANS	AVE		GARDENA	90249	10295629	FA0022357	3501
WHITTIER NARROWS WATER RECLAMATION PLANT	301	N	ROSEMEAD	BLVD		SOUTH EL MONTE	91733	10264795	FA0022632	3502
AMES TREATMENT PLANT	3371		RUBIO CANYON	RD		ALTADENA	91001	10274857	FA0022723	3502
LAC PUBLIC WORKS WATERWORKS	43035		RUCKER	ST		LANCASTER	93535	10288615	FA0039938	3501
SPECTRUM LABORATORY PRODUCTS	14422	S	SAN PEDRO	ST		GARDENA	90248	10289563	FA0023496	3504
SOLVAY USA, INC.	20851	S	SANTA FE	AVE		CARSON	90810	10197358	FA0023728	3507
UNIBRIGHT FOODS, INC	7101		SCOUT	AVE		BELL GARDENS	90201	10281130	FA0024165	3502
Messer LLC	1290	E	SEPULVEDA	BLVD		CARSON	90745	10275673	FA0024459	3503
PHILLIPS 66 COMPANY, CARSON PLANT	1520	E	SEPULVEDA	BLVD		CARSON	90745	10263874	FA0024460	3512
AMERICOLD	1610	E	SEPULVEDA	BLVD		CARSON	90745	10271950	FA0032122	3503
TESORO REFINING AND MARKETING COMPANY LLC	1801	E	SEPULVEDA	BLVD		CARSON	90745	10152751	FA0024456	3513
32 COLD, LLC	6020	E	SHEILA	ST		COMMERCE	90040	10273027	FA0024578	3501
Rexford Industrial Realty, L.P.	6110		SHEILA	ST		COMMERCE	90040	10289248	FA0037420	3502
METAL SURFACES INTERNATIONAL, LLC	6060		SHULL	ST		BELL GARDENS	90201	10279585	FA0024775	3504
BERRY PETROLEUM COMPANY	25121	N	SIERRA	HWY		NEWHALL	91321	10266601	FA0024877	3505
CITY OF SIERRA MADRE-MAINT YARD	621	E	SIERRA MADRE	BLVD		SIERRA MADRE	91024	10282792	FA0024966	3503
ENGINEERED POLYMER SOLUTIONS	5501	E	SLAUSON	AVE		COMMERCE	90040	10153871	FA0025145	3506
SMITHWAY & ASSOCIATES	5743		SMITHWAY	ST	106	COMMERCE	90040	10273978	FA0025288	3502

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FACILITY NAME	SITE ADDRESS					CITY	ZIP	CERS ID	FACILITY ID	PE
THE CUBE	27745	N	SMYTH	DR		VALENCIA	91355	10762633	FA0038996	3501
LAC PUBLIC WORKS WATERWORKS	3318	W	SOLEDAD CANYON	RD		ACTON	93510	10288603	FA0035885	3503
ROCKVIEW FARMS	5941		SOUTHERN	AVE		SOUTH GATE	90280	10304575	FA0025684	3502
SAUGUS WATER RECLAMATION PLANT	26200		SPRINGBROOK	AVE		SANTA CLARITA	91350	10313719	FA0025546	3502
CITY OF CERRITOS-C-4 WELLSITE	16807		STUDEBAKER	RD		CERRITOS	90703	10279375	FA0025742	3503
THRIFTY PAYLESS, INC.	9200		TELSTAR	AVE		EL MONTE	91731	10280725	FA0026184	3504
VALENCIA WATER RECLAMATION PLANT	28185		THE OLD	RD		VALENCIA	91355	10313722	FA0026296	3502
SUNVAIR	29145		THE OLD	RD		VALENCIA	91355	10664206	FA0048227	3502
WESTLAKE FILTRATION PLANT	32601		TORCHWOOD	PL		WESTLAKE VILLAGE	91361	10291798	FA0026452	3501
FLEUR DE LAIT WEST	17575	E	VALLEY	BLVD		INDUSTRY	91744	10283800	FA0027148	3502
ALTA DENA CERTIFIED DAIRY	17637	E	VALLEY	BLVD	A	CITY OF INDUSTRY	91744	10286449	FA0027181	3504
FS PRECISION TECH LLC	3025	E	VICTORIA	ST		COMPTON	90221	10269886	FA0028253	3503
ALLOY PROCESSING	1900	W	WALNUT	ST		COMPTON	90220	10301560	FA0034639	3504
WAPELLO RESERVOIR	3		WAPELLO	ST		ALTADENA	91001	10265620	FA0036903	3501
AMVAC CHEMICAL CORP	4100	E	WASHINGTON	BLVD		LOS ANGELES	90023	10153717	FA0029118	3505
CONTINENTAL CHEMICAL	4920	E	WASHINGTON	BLVD		COMMERCE	90040	10263373	FA0029088	3502
BARRERA'S MEAT CO	6850	E	WASHINGTON	BLVD		COMMERCE	90040	10275382	FA0029145	3502
QUAKER CITY PLATING/SILVERSMITH LTD	11729	E	WASHINGTON	BLVD		WHITTIER	90606	10265101	FA0029106	3503
HUCK INTERNATIONAL INC.	900		WATSON CENTER	RD		CARSON	90745	10153719	FA0029265	3503
VALMONT GEORGE INDUSTRIES	4116		WHITESIDE	ST		LOS ANGELES	90063	10152187	FA0029620	3503
RALPHS GROCERY CO - COMPTON FACILITY	2201	S	WILMINGTON	AVE		COMPTON	90220	10160649	FA0030007	3505
ELEMENT MATERIALS TECHNOLOGY	18100	S	WILMINGTON	AVE		RANCHO DOMINGUEZ	90220	10296190	FA0043487	3502
ECO SERVICES OPERATIONS CORP.	20720	S	WILMINGTON	AVE		CARSON	90810	10263379	FA0029996	3503
UNIVAR SOLUTIONS USA INC.	20915	S	WILMINGTON	AVE		CARSON	90810	10293064	FA0030033	3503
GLACIER COLD STORAGE	6820		WILSON	AVE		LOS ANGELES	90001	10292803	FA0040123	3502
CITY OF SIERRA MADRE-TUNNELS SITE	900		WOODLAND	DR		SIERRA MADRE	91024	10282789	FA0030217	3502
SAN JOSE CREEK EAST WATER RECLAMATION PLANT	1965		WORKMAN MILL	RD		WHITTIER	90601	10197118	FA0030377	3504
SAN JOSE CREEK WEST WATER RECLAMATION PLANT	1971		WORKMAN MILL	RD		WHITTIER	90601	10310698	FA0030383	3503
POLYCHEMIE INC	4690		WORTH	ST		LOS ANGELES	90063	10264678	FA0030428	3504

LOS ANGELES COUNTY CUPA
INACTIVE - FACILITY INVENTORY

FACILITY NAME	SITE ADDRESS					CITY	ZIP	CERS ID	Facility ID	PE
CHEVRON (ROYS CHEVRON SERVICE)	2602	S	WESTERN	AVE		LOS ANGELES	90018	0	FA0029441	1001
A & R AUTO SERVICE	2925	S	WESTERN	AVE		LOS ANGELES	90018	0	FA0029455	1001
NAJERA	2934		WESTERN	AVE	B	LOS ANGELES	90018	0	FA0029453	1000
TALL "B" AUTO MECHANIC	2956	S	WESTERN	AVE		LOS ANGELES	90018	0	FA0029461	1000
L A 'S AUTO REPAIR & MAINTENANCE	3635	S	WESTERN	AVE		LOS ANGELES	90018	10253440	FA0029454	1000
BEST OLYMPIC TRANS & AUTO RE	3720	S	WESTERN	AVE		LOS ANGELES	90018	0	FA0029430	1001
SAM'S AUTO REPAIR TRANSMISSN	3790	S	WESTERN	AVE		LOS ANGELES	90018	0	FA0029437	1001
SUPER KICK AUTO REPAIR	3794	S	WESTERN	AVE		LOS ANGELES	90018	10262074	FA0040466	1001
CLAY BROWN'S SERVICE CENTER	3796	S	WESTERN	AVE		LOS ANGELES	90018	10262680	FA0040853	1001
HOMESIDE PERFORMANCE	3801	S	WESTERN	AVE		LOS ANGELES	90062	0	FA0031474	1001
ABLE AUTO CENTER	3905	S	WESTERN	AVE		LOS ANGELES	90062	0	FA0029354	1001
U-HAUL CTR WEST AVE 712-23	4167	S	WESTERN	AVE		LOS ANGELES	90062	0	FA0029367	1001
DANNY'S LAWNMOWER SHOP	4824	S	WESTERN	AVE		LOS ANGELES	90062	0	FA0029332	1001
CALIF CURTAIN AND DRAPERY	5155	S	WESTERN	AVE		LOS ANGELES	90062	10262044	FA0029370	1001
JEMM AUTO CARE	5630	S	WESTERN	AVE		LOS ANGELES	90062	0	FA0029336	1001
LARSON LITHO	5959	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0029356	1001
THE TSHIRT SCREENERY	6065	S	WESTERN	AVE		LOS ANGELES	90047	10680196	FA0029357	1002
BASIC FITNESS	6119	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0029358	1003
MAMBO'S	6320	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0029469	1002
STUDIO COLOR LAB	7000	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0029463	1002
JACK IN THE BOX #5312	7201	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0043919	3000
CUSTOM AUTO REPAIR	7407	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0031931	1000
MORRIS SERVICE CENTER	7415	S	WESTERN	AVE		LOS ANGELES	90047	10244404	FA0038236	1001
GUERRERO'S AUTO BODY	7501	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0031631	1001
A B BRAKE SHOP	7872	S	WESTERN	AVE		LOS ANGELES	90047	10256533	FA0029342	1000
CARLOS AUTO REPAIR	8024	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0029419	1001
NVE FINISH	8500	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0029403	1001
JESSE OWENS POOL	9651	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0035896	3001
POWER TRANSMISSION	10300	S	WESTERN	AVE	A	LOS ANGELES	90047	0	FA0029328	1001
WESTERN AUTO REPAIR & SMOG CENTER	10300	S	WESTERN	AVE	B	LOS ANGELES	90047	0	FA0029414	1001
FRED AUTO INC	10314	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0031939	1001
PACIFIC IRON WORKS	10326	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0029392	1001
DALLAS FINE CLEANERS	10401	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0029393	1001
L T SMOG & AUTO REPAIR	10714	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0029504	1001
L T SMOG & AUTO REPAIR	10714	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0029504	3001
MARK C BLOOM/GOODYEAR	10750	S	WESTERN	AVE		LOS ANGELES	90047	0	FA0029492	3001

LOS ANGELES COUNTY CUPA
Site Mitigation Inventory

Facility Name	Address	City	Zip Code	Site ID / Case ID		Status
LITTLE TOKYO	231 E 3RD ST	LOS ANGELES	90012	SD0011762	RO0000467	
LAUSD	1100 W TEMPLE ST	LOS ANGELES	90012	SD0011862	RO0011862	
LA CITY PUBLIC WORKS	0000 ALAMEDA AND TEMPLE	LOS ANGELES	90012	SD0011406	RO0000461	
MEN'S CENTRAL JAIL	441 BAUCHET ST	LOS ANGELES	90012	SD0000646	RO0001644	
HAN'S GRAND PROPERTY	502, 510, 516 N BUNKER HILL AVE	LOS ANGELES	90012	SD0000651	RO0001649	ACTIVE
LION BOYLSTON, LLC	327-411 N BOYLSTON ST	LOS ANGELES	90012	SD0000615	RO0001613	
VACANT LOT	806 N BEAUDRY AVE	LOS ANGELES	90012	SD0000627	RO0001625	
METABOLIC STUDIO	1745 N SPRING ST # 4	LOS ANGELES	90012	SD0000712	RO0001710	ACTIVE
1155 TEMPLE	1155 TEMPLE ST	LOS ANGELES	90012	SD0000726	RO0001724	
SUNSET GARAGE	610 N FIGUEROA TERRACE	LOS ANGELES	90012	SD0000295	RO0001296	
DEPARTMENT OF WATER & POWER	560 WALL ST	LOS ANGELES	90013	SD0010198	RO0000393	
LA COLD STORAGE	400 S CENTRAL AVE	LOS ANGELES	90013	SD0011413	RO0011413	
UNION RESCUE MISSION	547 S SAN PEDRO ST	LOS ANGELES	90013	SD0010468	RO0000290	
LA CITY PARC PROJECT	000 06TH ST	LOS ANGELES	90013	SD0000744	RO0001742	ACTIVE
ACE	360 S ALAMEDA ST	LOS ANGELES	90013	SD0000370	RO0001371	
LOS ANGELES DIE CASTING	340 S CROCKER ST	LOS ANGELES	90013	SD0000371	RO0001372	
ABBY APARTMENTS	625-633 S SAN PEDRO ST	LOS ANGELES	90014	SD0000197	RO0000201	
BEACON/DAYLIGHT TRUCKING	3200 S HOOPER AVE	LOS ANGELES	90014	SD0010256	RO0000346	
L & R INVESTMENTS	600 S SPRING ST	LOS ANGELES	90014	SD0010337	RO0000460	
6TH & SAN JULIAN	401 E 06TH ST	LOS ANGELES	90014	SD0000797	RO0001795	ACTIVE
WEST SIX & BROADWAY	314 W 6TH	LOS ANGELES	90014	SD0000372	RO0001373	
LA UNITED INVESTMENT CO	650 S HILL ST	LOS ANGELES	90014	SD0000373	RO0001374	
CONVENTION CENTER PARKING LOT WEST	1206 PICO BLVD	LOS ANGELES	90015	SD0000249	RO0000253	
CALIFORNIA MEDICAL CENTER	1500 S GRAND AVE	LOS ANGELES	90015	SD0010184	RO0000360	
MARLTON SQUARE (CITY OF LA)	3700 - 3910 MARTIN LUTHER KING JR BLVD	LOS ANGELES	90015	SD0000787	RO0001785	ACTIVE
PICO SITE	1230 S OLIVE ST	LOS ANGELES	90015	SD0000638	RO0001636	
PACIFIC CHARTER SCHOOL	1633 W 011 TH ST	LOS ANGELES	90015	SD0000660	RO0001658	
BALDWIN HILLS SHOPPING CENTER	3601 S LA BREA AVE	LOS ANGELES	90016	SD0010006	RO0000342	
BEST 1 HOUR LAUNDRY	5149-5151 W ADAMS BLVD	LOS ANGELES	90016	SD0000105	RO0000109	
GOOD HEW AMBULANCE	5420 W JEFFERSON BLVD	LOS ANGELES	90016	SD0010384	RO0010384	
3630 HOLDREDGE	3630 HOLDREDGE AVE	LOS ANGELES	90016	SD0000588	RO0001586	
BG HOLDINGS LLC	3309-3323 S LA CIENEGA PL	LOS ANGELES	90016	SD0000579	RO0001577	
3465 SO. LA CIENEGA PROPERTY	3465 S LA CIENEGA BLVD	LOS ANGELES	90016	SD0000472	RO0001472	
TBD	1501 W 6TH ST	LOS ANGELES	90017	SD0011764	RO0000564	
CP IV G8, LLC	770 S GRAND AVE	LOS ANGELES	90017	SD0000537	RO0001536	
FORMER BUMPER EXPRESS RESTORATION	2139-2141 W JEFFERSON BLVD	LOS ANGELES	90018	SD0000279	RO0001280	
UNIFIED GROCERS (FORMER)	3629 011TH AVE	LOS ANGELES	90018	SD0000731	RO0001729	
PEAK PERFORMANCE AUTO GRP. INC	1201 S LA BREA AVE	LOS ANGELES	90019	SD0012044	RO0012044	

FA0024801	UNITED OIL #155	2503 W PICO BLVD	LOS ANGELES	90006
FA0000230	H&S ENERGY PRODUCTS #2061	251 LINCOLN BLVD	VENICE	90291
FA0030704	BUY RITE ARCO	251 W MANCHESTER AVE	LOS ANGELES	90003
FA0013216	CITY OF LA - DEPT OF GENERAL SERVIC	2513 E 24TH ST	LOS ANGELES	90058
FA0031653	RAFFIS CHEVRON	2538 CRENSHAW BLVD	LOS ANGELES	90016
FA0021415	AHN'S MOBIL	254 W SLAUSON AVE	LOS ANGELES	90003
FA0032466	UNOCAL 76	2545 S CRENSHAW BLVD	LOS ANGELES	90016
FA0006988	SAM'S CHEVRON	2546 S LA BREA AVE	LOS ANGELES	90016
FA0030476	SHEEBA & SONS INC.	255 E MANCHESTER AVE	LOS ANGELES	90003
FA0031164	G & M OIL #79 - CHEVRON	256 E MANCHESTER AVE	LOS ANGELES	90003
FA0025591	PACIFIC CHEVRON	25800 WESTERN AVE	HARBOR CITY	90710
FA0016211	KAISER FOUNDATION HOSPITAL	25825 S VERMONT AVE	HARBOR CITY	90710
FA0002938	LIMOUSINE EXPRESS, INC.	260 E 6TH ST	LOS ANGELES	90014
FA0036783	LAPD - MAIN STREET FACILITY	260 S MAIN ST	LOS ANGELES	90012
FA0035322	HANCOR SHELL	2600 N FIGUEROA ST	LOS ANGELES	90065
FA0000296	G & M OIL CO. #88	2601 N FIGUEROA ST	LOS ANGELES	90065
FA0012460	AUTOMOBILE CLUB OF SO CALIF	2601 S FIGUEROA ST	LOS ANGELES	90007
FA0030360	MARQUEZ SERVICE STATION	2603 S CENTRAL AVE # A	LOS ANGELES	90011
FA0030440	AFIA FUEL	2603 S NORMANDIE AVE	LOS ANGELES	90007
FA0015441	LIWAT INVESTMENTS, INC	2608 W TEMPLE ST UNIT A	LOS ANGELES	90026
FA0018550	CIRCLE K STORE #2709440	2620 S FIGUEROA ST	LOS ANGELES	90007
FA0024426	DARLING INGREDIENTS INC	2626 E 25TH ST	LOS ANGELES	90058
FA0002966	RAFIK'S UNOCAL #250514 TOSCO CORP.	2635 N HYPERION AVE	LOS ANGELES	90027
FA0033670	PMM VERMONT MOBIL	26393 S VERMONT AVE	HARBOR CITY	90710
FA0035162	HOTEL DIEU	265 S LAKE ST	LOS ANGELES	90057
FA0030507	CFS 2 OLYMPIC	2655 E OLYMPIC BLVD	LOS ANGELES	90023
FA0030397	APRO DISTRIBUTION #35	270 S WESTERN AVE	LOS ANGELES	90004
FA0005474	GLENROCK CAR WASH	2711 W COLORADO BLVD	LOS ANGELES	90041
FA0001224	VULCAN MATERIALS	2715 E WASHINGTON BLVD	LOS ANGELES	90023
FA0029392	M&M AUTO SPA INC	2740 E OLYMPIC BLVD	LOS ANGELES	90023
FA0032522	LAFD - FIRE STATION 56	2759 W ROWENA AVE	LOS ANGELES	90039
FA0005916	CITY OF LA - DEPT OF TRANSPORTATION	2801 W EXPOSITION BLVD	LOS ANGELES	90018
FA0031998	DTLA OIL ARCO AM/PM	2829 N BROADWAY	LOS ANGELES	90031
FA0029605	NORTH MAIN SERVICE	2829 N MAIN ST	LOS ANGELES	90031
FA0014399	LA COUNTY - H CLAUDE HUDSON HEALTH CTR	2829 S GRAND AVE	LOS ANGELES	90007
FA0032277	BLS LIMO SERVICE OF LA INC.	2860 N FLETCHER DR	LOS ANGELES	90039
FA0003221	DELEK 76	2876 S BUNDY DR	LOS ANGELES	90064
FA0030055	RIVERSIDE PETROLEUM INC	2918 RIVERSIDE DR	LOS ANGELES	90039
FA0002149	SAFETY KLEEN SYSTEMS INC	2918 WORTHEN AVE	LOS ANGELES	90039
FA0030682	METRO GAS CO	2925 E CESAR E CHAVEZ AVE	LOS ANGELES	90033
FA0031283	TONY'S CHEVRON	2960 W BROADWAY	LOS ANGELES	90041
FA0023298	ONE CALIFORNIA PLAZA	300 S GRAND AVE	LOS ANGELES	90071
FA0030770	YOSSI'S 76	300 S LINCOLN BLVD	VENICE	90291
FA0024747	THE ANGELUS PLAZA	300 S OLIVE ST	LOS ANGELES	90013
FA0026223	THRIFTY #63264	302 S PACIFIC AVE	SAN PEDRO	90731
FA0002284	ALLOUSA INC, CHEVIOT CHEVRON	3029 S ROBERTSON BLVD	LOS ANGELES	90034

FA0014115	FLORENCE GAS MART	303 W FLORENCE AVE	LOS ANGELES	90003
FA0026145	FALCON REFUSE CENTER	3031 E I ST	WILMINGTON	90744
FA0029533	UNITED #5706	304 N VERMONT AVE	LOS ANGELES	90004
FA0000293	ARMAG OIL #5	3047 N GLENDALE BLVD	LOS ANGELES	90039
FA0040585	UCLA SO REGIONAL LIBRARY	305 DE NEVE DR	LOS ANGELES	90095
FA0004287	UNITED OIL #106	305 W ANAHEIM ST	WILMINGTON	90744
FA0032419	LOS FELIZ SERVICE, INC.	3050 W LOS FELIZ BLVD	LOS ANGELES	90039
FA0030331	UNITED PACIFIC # 0615	3053 W LOS FELIZ BLVD	LOS ANGELES	90039
FA0022515	G&M OIL CO #15 (CHEVRON)	3063 S CRENSHAW BLVD	LOS ANGELES	90016
FA0006939	LA BREA CHEVRON	307 N LA BREA AVE	LOS ANGELES	90036
FA0025279	ATWATER 76	3070 N GLENDALE BLVD	LOS ANGELES	90039
FA0003926	VALERO - FLORENTINO APELES	3071 S ROBERTSON BLVD	LOS ANGELES	90034
FA0032301	LOS FELIZ OIL, INC.	3073 W LOS FELIZ BLVD	LOS ANGELES	90039
FA0040586	UCLA- ACKERMAN HALL	308 WESTWOOD PLZ	LOS ANGELES	90095
FA0000231	FLETCHER CHEVRON	3100 N SAN FERNANDO RD	LOS ANGELES	90065
FA0000795	LADWP -LINCOLN HEIGHTS SERVICE CTR	3101 ARTESIAN ST	LOS ANGELES	90031
FA0034650	SAN PEDRO GAS N MORE	311 N GAFFEY ST	SAN PEDRO	90731
FA0003832	LAFD - FIRE STATION 76	3111 N CAHUENGA BLVD W	LOS ANGELES	90068
FA0033929	US FEDERAL COURTHOUSE	312 N SPRING ST	LOS ANGELES	90012
FA0001256	SO CAL GAS CO (CRENSHAW BASE)	3124 W 36TH ST	LOS ANGELES	90018
FA0005974	LA COUNTY - HEALTH SERVICES ADMINIS	313 N FIGUEROA ST	LOS ANGELES	90012
FA0030324	BROADWAY FUEL SERVICE	3130 N BROADWAY	LOS ANGELES	90031
FA0000802	LADWP WILMINGTON SERVICE CENTER	315 N ISLAND AVE	WILMINGTON	90744
FA0023754	BROADWAY MART INC	315 W VERNON AVE	LOS ANGELES	90037
FA0003150	GRANDE OIL INC	3154 E OLYMPIC BLVD	LOS ANGELES	90023
FA0031759	AUTOBAHN FUELS INC	3167 CAHUENGA BLVD	LOS ANGELES	90068
FA0023776	MTA (LACMTA) DIV 20	320 S SANTA FE AVE	LOS ANGELES	90013
FA0003931	B AND K SHELL	3200 N BROADWAY	LOS ANGELES	90031
FA0000452	CRENSHAW OIL	3227 W 54TH ST	LOS ANGELES	90043
FA0001783	AT&T CALIFORNIA - H1113	3233 W VERNON AVE	LOS ANGELES	90008
FA0014002	CIRCLE K STORE #2211225	3240 N CAHUENGA BLVD	LOS ANGELES	90068
FA0003882	LAFD - FIRE STATION 6	326 N VIRGIL AVE	LOS ANGELES	90004
FA0036833	PORT OF L.A. POLICE DEPT	330 S CENTRE ST	SAN PEDRO	90731
FA0030471	Z & R CORPORATION	3300 S LA CIENEGA BLVD	LOS ANGELES	90016
FA0030537	MOBIL SERVICE STATION #00LLR	3309 W OLYMPIC BLVD	LOS ANGELES	90019
FA0003565	6TH & CATALINA CHEVRON INC.	3325 W 6TH ST	LOS ANGELES	90020
FA0013227	WELLS FARGO CENTER	333 S GRAND AVE	LOS ANGELES	90071
FA0023300	BANK OF AMERICA PLAZA (BLDG)	333 S HOPE ST	LOS ANGELES	90071
FA0038795	WELLS FARGO CV	333 S HOPE ST STE D100	LOS ANGELES	90071
FA0002352	SO CAL GAS (JUANITA BASE)	3333 W 3RD ST	LOS ANGELES	90020
FA0025956	LAPD - NEWTON GARAGE	3400 S CENTRAL AVE	LOS ANGELES	90011
FA0035837	USC - GALEN CENTER (GEC)	3400 S FIGUEROA ST	LOS ANGELES	90089
FA0010846	MID-CITY ARCO	3401 E WHITTIER BLVD	LOS ANGELES	90023
FA0033632	USC TRANSPORTATION MAINTENANCE	3401 S GRAND AVE	LOS ANGELES	90007
FA0030399	VERMONT SHELL	341 N VERMONT AVE	LOS ANGELES	90004
FA0031428	ARCO FLORENCE	3411 W FLORENCE AVE	LOS ANGELES	90043
FA0030848	VEER CRENSHAW PARTNERS #42186	3412 S CRENSHAW BLVD	LOS ANGELES	90016

3384	3000 S BUNDY DR LOS ANGELES
3385	3000 S CENTRAL AVE LOS ANGELES
3386	3000 S FLOWER ST LOS ANGELES
3387	3001 COOLIDGE AVE LOS ANGELES
3388	3001 OLYMPIC BLVD LOS ANGELES
3389	3001 S FIGUEROA ST LOS ANGELES
3390	3001 S SAN PEDRO ST LOS ANGELES
3391	3001 SAWTELLE BLVD LOS ANGELES
3392	3002 W 48TH ST LOS ANGELES
3393	3003 W 6TH ST LOS ANGELES
3394	3005-3011 W 6TH ST LOS ANGELES
3395	3006 S BUNDY DR LOS ANGELES
3396	3007 RIVERSIDE DR LOS ANGELES
3397	3008 ATWATER AVENUE LOS ANGELES
3398	3009-3001 BROOKLYN AVE LOS ANGELES
3399	301 CAROLWOOD DR WEST LOS ANGELES
3400	301 E 2ND ST LOS ANGELES
3401	301 E BOYD ST LOS ANGELES
3402	301 E WASHINGTON BLVD LOS ANGELES
3403	301 N LA CIENEGA BLVD LOS ANGELES
3404	301 N LARCHMONT AVE LOS ANGELES
3405	301 N VIRGIL AVE LOS ANGELES
3406	301 S ALAMEDA ST LOS ANGELES
3407	301 S ALVARADO ST LOS ANGELES
3408	301 S ATLANTIC BLVD LOS ANGELES
3409	301 S FAIRFAX AVE LOS ANGELES
3410	301 S KENMORE AVE LOS ANGELES
3411	301 S ROBERTSON BLVD LOS ANGELES
3412	301 S WITMER ST LOS ANGELES
3413	301 TERMINAL WAY TERMINAL ISLAND
3414	301 W IMPERIAL HWY LOS ANGELES
3415	3010 GILROY ST LOS ANGELES
3416	3011 W 6TH ST LOS ANGELES
3417	3015 DOLORES ST LOS ANGELES
3418	3018 W 67TH ST LOS ANGELES
3419	3020 LOS FELIZ BLVD LOS ANGELES
3420	3020 SAN FERNANDO RD LOS ANGELES
3421	3020 W FLORENCE AVE LOS ANGELES
3422	3020-3025 EXPOSITION PL LOS ANGELES
3423	3022 COOLIDGE AVE LOS ANGELES
3424	3022 S COCHRAN AVE LOS ANGELES
3425	3023 S WESTERN AVE LOS ANGELES
3426	3023 W FLORENCE AVE LOS ANGELES
3427	3025 BROOKLYN AVE LOS ANGELES
3428	3025 S PACIFIC AVE SAN PEDRO
3429	3025 W VERNON AVE LOS ANGELES
3430	3026 S FIGUEROA ST LOS ANGELES

3431	303 E 5TH ST LOS ANGELES
3432	303 N SAN FERNANDO RD VAN NUYS
3433	3030 S BUNDY DR LOS ANGELES
3434	3031 FIERRO ST LOS ANGELES
3435	304 3RD ST LOS ANGELES
3436	304 LINCOLN BLVD VENICE
3437	304 S HILL ST LOS ANGELES
3438	304 S LOS ANGELES ST LOS ANGELES
3439	3040-44 S FAIRFAX AVE LOS ANGELES
3440	3042 COOLIDGE AVE LOS ANGELES
3441	304-20 E ANAHEIM ST WILMINGTON
3442	3044 E FOOTHILL BLVD PASADENA
3443	3044 S VERMONT AVE LOS ANGELES
3444	3045 S LA BREA AVE LOS ANGELES
3445	3046 ANDRITA ST LOS ANGELES
3446	3046 COOLIDGE AVE LOS ANGELES
3447	3046 FLETCHER DR LOS ANGELES
3448	305 E BOYD ST LOS ANGELES
3449	3050 S LA BREA AVE LOS ANGELES
3450	3050 W OLYMPIC BLVD LOS ANGELES
3451	3051 E WASHINGTON BLVD LOS ANGELES
3452	3051 FIERRO ST LOS ANGELES
3453	3051 FINCH ST LOS ANGELES
3454	3051 ROSWELL ST LOS ANGELES
3455	3053 TREADWELL ST LOS ANGELES
3456	305-309 E 8TH ST LOS ANGELES
3457	3055 FIERRO ST LOS ANGELES
3458	3055 LOS FELIZ BLVD LOS ANGELES
3459	3056 ROSWELL ST LOS ANGELES
3460	3057 ROSWELL ST LOS ANGELES
3461	3058 GLENDALE BLVD LOS ANGELES
3462	306 LOMA DR LOS ANGELES
3463	306 W AVENUE 26 LOS ANGELES
3464	3061 FLETCHER DR LOS ANGELES
3465	3062 W OLYMPIC BLVD LOS ANGELES
3466	3063 S FIELD AVE LOS ANGELES
3467	306-360 W AVENUE 26 LOS ANGELES
3468	3065 CRENSHAW BLVD LOS ANGELES
3469	3071 W OLYMPIC BLVD LOS ANGELES
3470	3075 VERDUGO RD LOS ANGELES
3471	3078 W 8TH ST LOS ANGELES
3472	3079 W OLYMPIC BLVD LOS ANGELES
3473	308 N SYCAMORE AVE LOS ANGELES
3474	308 S LOS ANGELES ST LOS ANGELES
3475	3087 W PICO BLVD LOS ANGELES
3476	309 E 8TH ST LOS ANGELES
3477	309 LUCAS AVE LOS ANGELES

3478	31 MT WILSON ROAD LOS ANGELES
3479	310 E B ST WILMINGTON
3480	310 S BERENDO ST LOS ANGELES
3481	310 S PACIFIC AVE SAN PEDRO
3482	310 S SAN VICENTE BL LOS ANGELES
3483	310 S SAN VINCENTE LOS ANGELES
3484	310 S SANTA FE ST LOS ANGELES
3485	3100 E COLORADO BLVD LOS ANGELES
3486	3100 N FLETCHER DR LOS ANGELES
3487	3100 S GRIFFITH AVE LOS ANGELES
3488	3100 W 54TH ST LOS ANGELES
3489	3100 W JEFFERSON BLVD LOS ANGELES
3490	3100 WILSHIRE BLVD LOS ANGELES
3491	3101 GVERLAND LOS ANGELES
3492	3101 OCEAN FRONT WK LOS ANGELES
3493	3101 W OLYMPIC BLVD LOS ANGELES
3494	3101 W PICO BLVD LOS ANGELES
3495	3101-03 GLENDALE BLVD LOS ANGELES
3496	3103 S LA CIENEGA BLVD LOS ANGELES
3497	3104 E WHITTIER BLVD LOS ANGELES
3498	3104 VENICE BLVD LOS ANGELES
3499	3105 N BROADWAY LOS ANGELES
3500	3105 W FLORENCE AVE LOS ANGELES
3501	3107 FLETCHER DR LOS ANGELES
3502	3109 GLENDALE BLVD LOS ANGELES
3503	311 N FREMONT AVE LOS ANGELES
3504	3111 GLENDALE BLVD LOS ANGELES
3505	3115 LINCOLN BLVD SANTA MONICA
3506	3117 SAN FERNANDO RD LOS ANGELES
3507	312 S SOTO ST LOS ANGELES
3508	312 W JEFFERSON BLVD LOS ANGELES
3509	3120 VENICE BLVD LOS ANGELES
3510	3122-39 S HOOVER ST LOS ANGELES
3511	3123 JEFFERSON BLVD LOS ANGELES
3512	3123 S NORMANDIE AVE LOS ANGELES
3513	3125 S WESTERN AVE LOS ANGELES
3514	3128 STANFORD AVE LOS ANGELES
3515	3130 S CRENSHAW BLVD LOS ANGELES
3516	3130 W PICO BLVD LOS ANGELES
3517	3131 SAN FERNANDO RD LOS ANGELES
3518	3132 N BROADWAY LOS ANGELES
3519	3132 SAN FERNANDO RD LOS ANGELES
3520	3133 W 10TH ST LOS ANGELES
3521	3133 W OLYMPIC BLVD LOS ANGELES
3522	3135 W PICO BLVD LOS ANGELES
3523	3136 E 11TH ST LOS ANGELES
3524	3136 E WASHINGTON BLVD LOS ANGELES

FACILITY ID	FACILITY NAME	SITE ADDRESS	CITY	ZIP	LAST RUN DATE
FA0029467	ECO FLOW TRANSPORTATION	300 S FERRY ST	SAN PEDRO	90731	8/30/2022
FA0006997	(SITE ASSESMENT) LUXURY LINE RENT-A	300 S LA CIENEGA BLVD	LOS ANGELES	90048	8/30/2022
FA0015239	CALIFORNIA GROUP INC	3000 E 11TH ST	LOS ANGELES	90023	8/30/2022
FA0033827	EVERGREEN ASSOCIATES	3000 E 12TH ST	LOS ANGELES	90006	8/30/2022
FA0017717	WASHINGTON FOOD CENTER	3000 E WASHINGTON BLVD	LOS ANGELES	90023	8/30/2022
FA0002814	GE DELIVERY INC	3001 E 12TH ST	LOS ANGELES	90023	8/30/2022
FA0004283	CAVIN'S WELDING SERVICE	3001 E ANAHEIM ST	WILMINGTON	90744	8/30/2022
FA0002992	FOREST LAWN MEMORIAL PARK, GLENDALE	3001 N CARMEL ST	LOS ANGELES	90065	8/30/2022
FA0038318	JEFFERSON PARK TERRACE	3001 S WESTERN AVE	LOS ANGELES	90015	8/30/2022
FA0023971	C'EST TOI JEANS	3008 S SAN PEDRO ST	LOS ANGELES	90011	8/30/2022
FA0019288	LA COUNTY - CNTL HTG/REFRIG PLANT	301 N BROADWAY	LOS ANGELES	90012	8/30/2022
FA0035118	VACANT LOT	301 S WESTERN AVE	LOS ANGELES	90020	8/30/2022
FA0003531	JAYBEE MFG CORP	301 W AVENUE 26	LOS ANGELES	90031	8/30/2022
FA0030302	V & S SERVICES INC	3010 S BUNDY DR	LOS ANGELES	90066	8/30/2022
FA0023512	THE SCENIC EXPRESS	3019 N ANDRITA ST	LOS ANGELES	90065	8/30/2022
FA0024737	ROCKET OIL #5	302 N FIGUEROA ST	WILMINGTON	90744	8/30/2022
FA0017456	GARDA CASH LOGISTICS WEST	3021 GILROY ST	LOS ANGELES	90039	8/30/2022
FA0036527	COINMACH	3021 ROSSLYN ST	LOS ANGELES	90065	8/30/2022
FA0003237	TEXINO	3021 ROWENA AVE	LOS ANGELES	90039	8/30/2022
FA0019834	SIERRA COLOR/CHEMICAL	3023 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0035251	CESAR'S AUTO SERVICE	303 N PACIFIC AVE # A	SAN PEDRO	90731	8/30/2022
FA0016230	SAN PEDRO TRANSMISSIONS	303 S PACIFIC AVE	SAN PEDRO	90731	8/30/2022
FA0003482	CHEVRON - POULDAR, SAEID	303 S WESTERN AVE	LOS ANGELES	90020	8/30/2022
FA0019885	AQUALITY INC	3030 N ANDRITA ST	LOS ANGELES	90065	8/30/2022
FA0034352	LOS ANGELES CHILD GUIDANCE CLINIC	3031 S VERMONT AVE	LOS ANGELES	90007	8/30/2022
FA0017586	CEDAR PETROLEUM CORPORATION	3033 W 6TH ST	LOS ANGELES	90020	8/30/2022
FA0035158	CONOCO PHILLIPS	3033 W WILSHIRE BLVD	LOS ANGELES	90010	8/30/2022
FA0001035	AERO ENGINES INC	3034 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0001760	AT&T CALIFORNIA - G1601	3035 ANDRITA ST	LOS ANGELES	90065	8/30/2022
FA0000300	TELE FIRE OF CALIFORNIA INC	3035 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0003896	LAFD - FIRE STATION 50	3036 N FLETCHER DR	LOS ANGELES	90065	8/30/2022
FA0036083	BRADBURY BUILDING	304 S BROADWAY	LOS ANGELES	90013	8/30/2022
FA0005340	SHELL - KANG, HONG	304 W CENTURY BLVD	LOS ANGELES	90003	8/30/2022
FA0019832	AMTECH ELEVATOR SERVICES	3041 Roswell ST	LOS ANGELES	90065	8/30/2022
FA0018177	ALUMINUM EXTRUSION DIVISION - KETEM	3042 N TREADWELL ST	LOS ANGELES	90065	8/30/2022
FA0001026	GARMENT GROUP	305 S CLARENCE ST	LOS ANGELES	90033	8/30/2022
FA0020093	L&T MEAT CO	3050 E 11TH ST	LOS ANGELES	90023	8/30/2022
FA0027027	TORTOISE INDUSTRIES INC	3052 N TREADWELL ST	LOS ANGELES	90065	8/30/2022
FA0006989	GARIN OIL COMPANY	3055 S LA BREA AVE	LOS ANGELES	90016	8/30/2022
FA0002083	CENTRAL CITY APARTMENTS LP	3055 W WILSHIRE BLVD SU 1120	LOS ANGELES	90010	8/30/2022
FA0039008	HEARTMAN SR INTERVIVOS TRUST	3056 GLENDALE BLVD	LOS ANGELES	90039	8/30/2022
FA0030408	SHELL - SHEE, TENG & PETE	306 W SLAUSON AVE	LOS ANGELES	90003	8/30/2022
FA0030991	JIFFY LUBE #1803	3061 S OVERLAND AVE	LOS ANGELES	90025	8/30/2022

FACILITY ID	FACILITY NAME	SITE ADDRESS	CITY	ZIP	LAST RUN DATE
FA0035189	VALLEY CENTER DRIVE	307 CHATSWORTH DR	SAN FERNANDO	91340	8/30/2022
FA0011401	FRONTINOS COMPLETE AUTOMOTIVE	3085 E 4TH ST	LOS ANGELES	90063	8/30/2022
FA0029669	LOS ANGELES COUNTY MTA	3087 W WILSHIRE BLVD	LOS ANGELES	90010	8/30/2022
FA0027282	J P CARROLL COMPANY	310 N MADISON AVE	LOS ANGELES	90004	8/30/2022
FA0038816	PRIVATE RESIDENCE	3100 MANDEVILLE CANYON RD	LOS ANGELES	90049	8/30/2022
FA0033576	MATTHEW AUTO SERVICE	3100 W FLORENCE AVE	LOS ANGELES	90043	8/30/2022
FA0028535	LA CIENEGA CREATIVE PROPERTIES LLC	3101 S LA CIENEGA BLVD	LOS ANGELES	90016	8/30/2022
FA0032580	ADAMS & GRAND - ISD - POWER PLANT	311 W 28TH ST	LOS ANGELES	90007	8/30/2022
FA0012151	G & G AIR CONDITIONING	311 W AVENUE 33	LOS ANGELES	90031	8/30/2022
FA0039055	PICO CAR WASH	3131 W PICO BLVD	LOS ANGELES	90019	8/30/2022
FA0015404	3500 WEST TEMPLE LLC	315 N HOOVER ST UN A	LOS ANGELES	90004	8/30/2022
FA0008314	BERG LACQUER COMPANY	3150 E PICO BLVD	LOS ANGELES	90023	8/30/2022
FA0038305	3150 WILSHIRE LLC	3150 WILSHIRE BLVD	LOS ANGELES	90036	8/30/2022
FA0033852	TARRANT APPAREL GRP	3151 E WASHINGTON BLVD	MARINA DEL REY	90292	8/30/2022
FA0001768	AT&T - G1118	316 N JUANITA AVE	LOS ANGELES	90004	8/30/2022
FA0006353	GENEVA CHO LLC (OLD SHRINERS)	3160 W GENEVA ST	LOS ANGELES	90020	8/30/2022
FA0024659	KVB ENTERPRISE	3160 W RIVERSIDE DR	LOS ANGELES	90027	8/30/2022
FA0021951	AT&T CALIFORNIA - H5126	3164 HOLLYCREST DR	LOS ANGELES	90068	8/30/2022
FA0016933	ART CLEANERS	3165 N CAHUENGA BLVD	LOS ANGELES	90068	8/30/2022
FA0014977	MINI 6/10 MART	3167 N CAHUENGA BLVD W	LOS ANGELES	90068	8/30/2022
FA0027803	KRK	3170 E 11TH ST	LOS ANGELES	90023	8/30/2022
FA0014730	HOTEL SURPLUS OUTLET	3170 E WASHINGTON BLVD	LOS ANGELES	90023	8/30/2022
FA0000243	WILMINGTON WOODWORKS INC	318 E C ST	WILMINGTON	90744	8/30/2022
FA0034008	LA COUNTY HALL OF RECORDS -. F.M.D.	320 W TEMPLE ST	LOS ANGELES	90012	8/30/2022
FA0035668	AMERICAN WEST FINISHING	3200 N FIGUEROA ST	LOS ANGELES	90065	8/30/2022
FA0038494	CHOON LEE	3200 W BEVERLY BLVD	LOS ANGELES	90057	8/30/2022
FA0015402	HERNANDEZ AUTO CARE	3200 W BEVERLY BLVD	LOS ANGELES	90057	8/30/2022
FA0037497	CENTRAL REGION ELEMENTARY SCHOOL	3200 WASHINGTON BLVD	LOS ANGELES	90018	8/30/2022
FA0005828	PACO'S TIRE & AUTO SERVICE	3201 N EASTERN AVE	LOS ANGELES	90032	8/30/2022
FA0036815	VACANT LOT - FELIX CHEVROLET	3201 S FIGUEROA ST	LOS ANGELES	90007	8/30/2022
FA0005219	WALTER J GRIND STAFF	3201 W CASITAS AVE	LOS ANGELES	90039	8/30/2022
FA0030305	WILSHIRE FOOD & GAS (SHELL)	3201 WILSHIRE BLVD	LOS ANGELES	90010	8/30/2022
FA0029890	KA AUTOBODY SHOP	3203 W JEFFERSON BLVD UN 1	LOS ANGELES	90018	8/30/2022
FA0001088	J & J AUTO CENTER	3203 W JEFFERSON BLVD UN 2	LOS ANGELES	90018	8/30/2022
FA0024757	ITT CANNON	3209 E HUMBOLDT ST	LOS ANGELES	90031	8/30/2022
FA0001889	THE M SHOP	3211 VERDUGO RD	LOS ANGELES	90065	8/30/2022
FA0015515	MISSION CUSTOM FURNISHINGS, INC	3217 W EXPOSITION PL	LOS ANGELES	90018	8/30/2022
FA0004855	GOLTEN MARINE COMPANY INC	322 N BROAD AVE	WILMINGTON	90744	8/30/2022
FA0015190	TOKYO AUTO REPAIR	3222 W VENICE BLVD	LOS ANGELES	90019	8/30/2022
FA0007047	LAUSD - MAINTENANCE AREA # 4	3225 E LACY ST	LOS ANGELES	90031	8/30/2022
FA0005213	DANIEL CHEVROLET CORP	3225 S CARTER AVE	MARINA DEL REY	90292	8/30/2022
FA0025195	UNION AUTO REPAIR	3225 W OLYMPIC BLVD	LOS ANGELES	90006	8/30/2022
FA0012931	STUDIO LOT	3233 S LA CIENEGA BLVD	LOS ANGELES	90016	8/30/2022
FA0030692	MOBIL OIL CORP	3240 N CAHUENGA BLVD	LOS ANGELES	90028	8/30/2022

FACILITY ID	FACILITY NAME	SITE ADDRESS	CITY	ZIP	LAST RUN DATE
FA0042079	Duplicate	3008 S SAN PEDRO ST	LOS ANGELES	90011	8/30/2022
FA0027231	AMERICAN STEEL PRODUCTS INC	3008 W HYDE PARK BLVD	LOS ANGELES	90043	8/30/2022
FA0037266	AT&T MOBILITY - USID 26369 HYDE PARK	3008 W HYDE PARK BLVD B	LOS ANGELES	90043	8/30/2022
FA0012271	LA DWP - WORTHEN STREET YARD	3009 N WORTHEN AVE	LOS ANGELES	90039	8/30/2022
FA0030959	SOUTHERN CALIF BODY SHOP	3009 S VERMONT AVE	LOS ANGELES	90007	8/30/2022
FA0015080	C&P AUTO REPAIR CENTER	3009 W PICO BLVD	LOS ANGELES	90006	8/30/2022
FA0037740	T-MOBILE CELL SITE #: LA02266A	301 1/2 LINCOLN BLVD T-Mo	VENICE	90291	8/30/2022
FA0038232	SPRINT CELL SITE LA35XC810	301 LINCOLN BLVD A	VENICE	90291	8/30/2022
FA0007819	THE UNION ICE CO	301 S NEPTUNE AVE	WILMINGTON	90744	8/30/2022
FA0035118	VACANT LOT	301 S WESTERN AVE	LOS ANGELES	90020	8/30/2022
FA0003531	JAYBEE MFG CORP	301 W AVENUE 26	LOS ANGELES	90031	8/30/2022
FA0013191	CHARLIE'S MFG FURNITURE	3010 E PICO BLVD	LOS ANGELES	90023	8/30/2022
FA0031163	DARBY PEST CONTROL	3010 N GLENDALE BLVD	LOS ANGELES	90039	8/30/2022
FA0009299	CVS PHARMACY #8847	3010 S SEPULVEDA BLVD	LOS ANGELES	90034	8/30/2022
FA0031569	LEE'S KNITTING MILL CO	3011 E PICO BLVD	LOS ANGELES	90023	8/30/2022
FA0031138	A & B AUTO BODY & REPAIR	3011 VERDUGO RD	LOS ANGELES	90065	8/30/2022
FA0035764	T S J GOLD	3012 RIVERSIDE DR	LOS ANGELES	90039	8/30/2022
FA0026935	LOS FELIZ CAR WASH	3013 W LOS FELIZ BLVD	LOS ANGELES	90039	8/30/2022
FA0034427	J M PLATING	3014 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0011653	COMMERCIAL GRAPHICS CORP	3014 W 7TH ST SU 5	LOS ANGELES	90005	8/30/2022
FA0040647	WESTERN DENTAL KIDS (WESTERN DENTAL)	3015 CRENSHAW BLVD STE B	LOS ANGELES	90016	8/30/2022
FA0036719	GOLD LINE MANUFACTURING	3015 GILROY ST	LOS ANGELES	90039	8/30/2022
FA0008346	MUNOS AUTO PARTS	3015 W PICO BLVD	LOS ANGELES	90006	8/30/2022
FA0004284	CAVIN'S WELDING SERVICE	3017 E ANAHEIM ST	WILMINGTON	90744	8/30/2022
FA0023057	NEXTEL COMMUNICATIONS - SITE #44	3017 N SAN FERNANDO RD	LOS ANGELES	90065	8/30/2022
FA0010845	DANIELS AUTO PARTS	3018 E WHITTIER BLVD	LOS ANGELES	90023	8/30/2022
FA0027644	BERGE'S GOVERNOR SERVICE, INC	302 E D ST	WILMINGTON	90744	8/30/2022
FA0024737	ROCKET OIL #5	302 N FIGUEROA ST	WILMINGTON	90744	8/30/2022
FA0031829	PRO FOTO SPEED	302 N LA BREA AVE	LOS ANGELES	90036	8/30/2022
FA0035745	STEVEN DOUGLAS CO	302 W 5TH ST # 302	LOS ANGELES	90731	8/30/2022
FA0017456	GARDA CASH LOGISTICS WEST	3021 GILROY ST	LOS ANGELES	90039	8/30/2022
FA0031848	TOY'Z AUTO DISMANTLING INC	3021 N ALHAMBRA AVE	LOS ANGELES	90031	8/30/2022
FA0000330	M & C MFG CO	3021 N VERDUGO RD	LOS ANGELES	90065	8/30/2022
FA0036527	COINMACH	3021 ROSSLYN ST	LOS ANGELES	90065	8/30/2022
FA0003237	TEXINO	3021 ROWENA AVE	LOS ANGELES	90039	8/30/2022
FA0019859	MUNOZ AUTO PARTS	3021 W PICO BLVD	LOS ANGELES	90006	8/30/2022
FA0009764	ALAN ROBERTS CO	3021 W TEMPLE ST	LOS ANGELES	90026	8/30/2022
FA0003925	ROYAL BODY SHOP	3022 W SLAUSON AVE	LOS ANGELES	90043	8/30/2022
FA0019834	SIERRA COLOR/CHEMICAL	3023 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0020178	QUEEN POLY, INC	3024 N ROSSLYN ST	LOS ANGELES	90005	8/30/2022
FA0008753	SKYLINE CONVALESCENT HOSPITAL	3024 W ROWENA AVE	LOS ANGELES	90039	8/30/2022
FA0007463	ALCO AUTO PRODUCTS	3027 S MAIN ST	LOS ANGELES	90007	8/30/2022
FA0042815	Westlake Park Place	3027 Townsgate Rd	Westlake Village	91361	8/30/2022
FA0020181	ARTILES FOREIGN CAR SERVICE	3028 DOLORES ST	LOS ANGELES	90065	8/30/2022
FA0010593	ROSEMEAD RADIATOR SHOP	3028 E WABASH AVE	LOS ANGELES	90063	8/30/2022
FA0011400	ABEL'S GARAGE	3029 E 4TH ST	LOS ANGELES	90063	8/30/2022

FACILITY ID	FACILITY NAME	SITE ADDRESS	CITY	ZIP	LAST RUN DATE
FA0015651	MURPHY & SON AUTOMOTIVE	3029 W 48TH ST	LOS ANGELES	90043	8/30/2022
FA0027373	FLEXI-VAN SERVICE CENTER	303 S FERRY ST	LOS ANGELES	90744	8/30/2022
FA0039524	CVS PHARMACY #3825	303 S LA BREA AVE	LOS ANGELES	90036	8/30/2022
FA0016230	SAN PEDRO TRANSMISSIONS	303 S PACIFIC AVE	SAN PEDRO	90731	8/30/2022
FA0003482	CHEVRON - POULDAR, SAEID	303 S WESTERN AVE	LOS ANGELES	90020	8/30/2022
FA0019885	AQUALITY INC	3030 N ANDRITA ST	LOS ANGELES	90065	8/30/2022
FA0005205	PAUL E KENAGY	3030 N CARMEL ST	LOS ANGELES	90065	8/30/2022
FA0025136	CHOI PLASTIC SURGERY	3030 W OLYMPIC BLVD	LOS ANGELES	90006	8/30/2022
FA0034352	LOS ANGELES CHILD GUIDANCE CLINIC	3031 S VERMONT AVE	LOS ANGELES	90007	8/30/2022
FA0003790	PACIFIC RENTS	3031 W BEVERLY BLVD	LOS ANGELES	90057	8/30/2022
FA0005501	AERO ENGINES INC	3033 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0032241	L.A. CAR REPAIR	3033 N TREADWELL ST	LOS ANGELES	90065	8/30/2022
FA0017644	TOW INDUSTRIES	3033 N TREADWELL ST UN 333	LOS ANGELES	90065	8/30/2022
FA0015929	ROSS DRESS FOR LESS #0323	3033 S SEPULVEDA BLVD	LOS ANGELES	90034	8/30/2022
FA0017586	CEDAR PETROLEUM CORPORATION	3033 W 6TH ST	LOS ANGELES	90020	8/30/2022
FA0035158	CONOCO PHILLIPS	3033 W WILSHIRE BLVD	LOS ANGELES	90010	8/30/2022
FA0001035	AERO ENGINES INC	3034 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0001035	AERO ENGINES INC	3034 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0001035	AERO ENGINES INC	3034 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0001035	AERO ENGINES INC	3034 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0000300	TELE FIRE OF CALIFORNIA INC	3035 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0007924	CENTURY 21 MEDICAL CORP	3036 E OLYMPIC BLVD	LOS ANGELES	90023	8/30/2022
FA0033551	AM TECH ELEVATOR	3039 ROSWELL ST	LOS ANGELES	90065	8/30/2022
FA0009087	LOS ANGELES MARINES HARDWARE, INC	304 E SARDINE ST	SAN PEDRO	90731	8/30/2022
FA0019610	P S DRY CLEANING	304 N LA BREA AVE	LOS ANGELES	90036	8/30/2022
FA0005340	SHELL - KANG, HONG	304 W CENTURY BLVD	LOS ANGELES	90003	8/30/2022
FA0017468	PANKAJ INTERNATIONAL INC	3040 N ROSSLYN ST	LOS ANGELES	90065	8/30/2022
FA0027421	AVIS ROTO DIE COMPANY	3040 TREADWELL ST	LOS ANGELES	90065	8/30/2022
FA0018177	ALUMINUM EXTRUSION DIVISION - KETEM	3042 N TREADWELL ST	LOS ANGELES	90065	8/30/2022
FA0018177	ALUMINUM EXTRUSION DIVISION - KETEM	3042 N TREADWELL ST	LOS ANGELES	90065	8/30/2022
FA0018177	ALUMINUM EXTRUSION DIVISION - KETEM	3042 N TREADWELL ST	LOS ANGELES	90065	8/30/2022
FA0008749	T N D, INC	3043 ROSSLYN ST	LOS ANGELES	90065	8/30/2022
FA0001639	MOE'S PAINT & HARDWARE	3044 E WABASH AVE	LOS ANGELES	90063	8/30/2022
FA0001736	GAYLORD FRENCH LAUNDRY	3044 W PICO BLVD	LOS ANGELES	90006	8/30/2022
FA0001213	AMBERCYCLE INC	3045 E 11TH ST	LOS ANGELES	90023	8/30/2022
FA0010368	KPK TRUCK BODY MFG & EQUIP DIST CO/	3045 N VERDUGO RD	LOS ANGELES	90065	8/30/2022
FA0023210	HI ELECTRONICS, INC	3048 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0001026	GARMENT GROUP	305 S CLARENCE ST	LOS ANGELES	90033	8/30/2022
FA0030504	E AND J TRAILER REPAIR	3050 E OLYMPIC BLVD UN B	LOS ANGELES	90023	8/30/2022
FA0005503	LINCOLN USED CARS	3050 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0020122	BULLOCKS WILSHIRE	3050 W WILSHIRE BLVD	LOS ANGELES	90010	8/30/2022
FA0025573	RGS DISTRIBUTORS, INC	3051 S ALAMEDA ST	LOS ANGELES	90058	8/30/2022
FA0013614	LAUSD - WHITNEY YOUNG HIGH SCHOOL	3051 W 52ND ST	LOS ANGELES	90043	8/30/2022
FA0031750	AUTOZONE #5424	3052 N SAN FERNANDO RD	LOS ANGELES	90065	8/30/2022
FA0027027	TORTOISE INDUSTRIES INC	3052 N TREADWELL ST	LOS ANGELES	90065	8/30/2022
FA0027027	TORTOISE INDUSTRIES INC	3052 N TREADWELL ST	LOS ANGELES	90065	8/30/2022
FA0027027	TORTOISE INDUSTRIES INC	3052 N TREADWELL ST	LOS ANGELES	90065	8/30/2022

FACILITY ID	FACILITY NAME	SITE ADDRESS	CITY	ZIP	LAST RUN DATE
FA0007938	J H LEE ORTHOPEDIC SURGERY	3053 W OLYMPIC BLVD SU 305	LOS ANGELES	90006	8/30/2022
FA0007939	JOONG GUN KWON, DDS INC	3053 W OLYMPIC BLVD SU 311	LOS ANGELES	90006	8/30/2022
FA0006989	GARIN OIL COMPANY	3055 S LA BREA AVE	LOS ANGELES	90016	8/30/2022
FA0002083	CENTRAL CITY APARTMENTS LP	3055 W WILSHIRE BLVD SU 1120	LOS ANGELES	90010	8/30/2022
FA0039008	HEARTMAN SR INTERVIVOS TRUST	3056 GLENDALE BLVD	LOS ANGELES	90039	8/30/2022
FA0012036	RITZ FRENCH HAND LAUNDRY	306 N LARCHMONT BLVD	LOS ANGELES	90004	8/30/2022
FA0016051	MARLENES JEWELRY	306 W 3RD ST SU 204B	LOS ANGELES	90013	8/30/2022
FA0030408	SHELL - SHEE, TENG & PETE	306 W SLAUSON AVE	LOS ANGELES	90003	8/30/2022
FA0018822	L'OREX METAL	3060 ROSWELL ST	LOS ANGELES	90065	8/30/2022
FA0010594	MICHAEL ABAIAN DDS	3061 E WABASH AVE	LOS ANGELES	90063	8/30/2022
FA0035189	VALLEY CENTER DRIVE	307 CHATSWORTH DR	SAN FERNANDO	91340	8/30/2022
FA0016610	MOX LUMBER CO	307 E JEFFERSON BLVD	LOS ANGELES	90011	8/30/2022
FA0032733	KITSCH, LLC	307 N NEW HAMPSHIRE AVE	LOS ANGELES	90004	8/30/2022
FA0032733	KITSCH, LLC	307 N NEW HAMPSHIRE AVE	LOS ANGELES	90004	8/30/2022
FA0008182	ED'S OFFSET SERVICE INC	307 N PARKMAN AVE	LOS ANGELES	90026	8/30/2022
FA0008671	BEVERLY HILLS SCANDINAVIAN AUTO BOD	3074 S ROBERTSON BLVD	LOS ANGELES	90034	8/30/2022
FA0008671	BEVERLY HILLS SCANDINAVIAN AUTO BOD	3074 S ROBERTSON BLVD	LOS ANGELES	90034	8/30/2022
FA0037542	T-MOBILE CELL SITE: SV00279A	3075 1/2 HARRINGTON AVE T-Mo SiteA	LOS ANGELES	90006	8/30/2022
FA0023449	CARTER COMPANY CONTRACTORS AND DEVE	3075 W WILSHIRE BLVD	LOS ANGELES	90010	8/30/2022
FA0014976	DEAN JEFFRIES AUTOMOTIVE STYLING	3077 N CAHUENGA BLVD W	LOS ANGELES	91604	8/30/2022
FA0026596	THREE STAR SIGN CO INC	308 S CROCKER ST	LOS ANGELES	90013	8/30/2022
FA0020513	SIMON JEWELRY SUPPLIES CO.	308 W 6TH ST	LOS ANGELES	90014	8/30/2022
FA0023997	TUTOR-SALIBA-PERINI/B-241	309 N VERMONT AVE	LOS ANGELES	90004	8/30/2022
FA0041680	AT&T	309 S AKARD AVE	LOS ANGELES	90020	8/30/2022
FA0021788	ROSE CLEANERS	309 S LINCOLN BLVD	VENICE	90291	8/30/2022
FA0026594	TOYO PRINTING COMPANY INC	309 S SAN PEDRO ST	LOS ANGELES	90013	8/30/2022
FA0027823	CBS FURNITURE MFGS LA	310 E 032ND ST	LOS ANGELES	90011	8/30/2022
FA0032284	TEDCO PRINTING CO. INC.	310 E 18TH ST	LOS ANGELES	90015	8/30/2022
FA0005594	DEL REY CLEANERS INC	310 E CULVER BLVD	PLAYA DEL REY	90293	8/30/2022
FA0033606	EL TAPATIO 30 MIN PHOTO	310 E FLORENCE AVE	LOS ANGELES	90003	8/30/2022
FA0006721	W D MACHINE SHOP	310 N HOOVER ST	LOS ANGELES	90004	8/30/2022
FA0027282	J P CARROLL COMPANY	310 N MADISON AVE	LOS ANGELES	90004	8/30/2022
FA0016142	R & H AUTOMOTIVE CENTER	310 S CATALINA ST	LOS ANGELES	90020	8/30/2022
FA0031272	A-1 AUTO COLLISION CENTER	310 S CATALINA ST UN B	LOS ANGELES	90020	8/30/2022
FA0006963	IN AND OUT INSTANT PRINTING	310 S LA BREA AVE	LOS ANGELES	90036	8/30/2022
FA0038816	PRIVATE RESIDENCE	3100 MANDEVILLE CANYON RD	LOS ANGELES	90049	8/30/2022
FA0017899	DESIGN HOUSE	3100 S BROADWAY ST	LOS ANGELES	90007	8/30/2022
FA0017899	DESIGN HOUSE	3100 S BROADWAY ST	LOS ANGELES	90007	8/30/2022
FA0006029	BURTON SALES INC	3100 S FIGUEROA ST	LOS ANGELES	90007	8/30/2022
FA0002860	LAUSD - MID-CITY ALTERNATIVE SCHOOL	3100 W ADAMS BLVD	LOS ANGELES	90018	8/30/2022
FA0033576	MATTHEW AUTO SERVICE	3100 W FLORENCE AVE	LOS ANGELES	90043	8/30/2022
FA0009642	LEO'S AUTO REPAIR	3100 W SUNSET BLVD	LOS ANGELES	90026	8/30/2022
FA0010466	LA 7 DAYS AUTO SHOP	3100 W VERNON AVE	LOS ANGELES	90008	8/30/2022
FA0038767	BADIRAGUATO CORES	3101 E 11TH ST	LOS ANGELES	90023	8/30/2022
FA0028535	LA CIENEGA CREATIVE PROPERTIES LLC	3101 S LA CIENEGA BLVD	LOS ANGELES	90016	8/30/2022
FA0011595	WILSHIRE CENTER CAMERAS INC	3101 W 6TH ST	LOS ANGELES	90020	8/30/2022

FACILITY ID	FACILITY NAME	SITE ADDRESS	CITY	ZIP	LAST RUN DATE
FA0023330	CHENNY GRAPHICS	3105 W 8TH ST	LOS ANGELES	90005	8/30/2022
FA0001273	S E RYKOFF AND CO	3106 S GRIFFITH AVE	LOS ANGELES	90044	8/30/2022
FA0022890	GREENERWAYS ORGANIC	3109 E 12TH ST	LOS ANGELES	90023	8/30/2022
FA0011523	LAUSD - 6TH AVENUE SCHOOL	3109 S 6TH AVE	LOS ANGELES	90018	8/30/2022
FA0027958	SIDMAR PRODUCTIONS	3109 S LA CIENEGA BLVD	LOS ANGELES	90016	8/30/2022
FA0005216	J F COCHRAN CREATIVE COSMETICS CO	3109 W CASITAS AVE	LOS ANGELES	90039	8/30/2022
FA0021255	PIONEER BLACKSMITH SHOP	311 S WOLFSKILL ST	SAN FERNANDO	91340	8/30/2022
FA0023259	A&F AUTO REPAIR	311 W 71ST ST # B	LOS ANGELES	90003	8/30/2022
FA0012151	G & G AIR CONDITIONING	311 W AVENUE 33	LOS ANGELES	90031	8/30/2022
FA0032270	DEMARIA ELECTRIC MOTOR SVS	311 W D ST	WILMINGTON	90744	8/30/2022
FA0029830	CVS PHARMACY #8840	311 W PACIFIC COAST HWY	WILMINGTON	90744	8/30/2022
FA0007464	PACIFIC CAGE & FURNITURE	3110 S MAIN ST	LOS ANGELES	90007	8/30/2022
FA0031343	ULTIMATE CABINETRY	3111 1/2 S LA CIENEGA BLVD	LOS ANGELES	90016	8/30/2022
FA0035926	AT&T MOBILITY-SANTA MONICA AIRPORT	3112 S BARRINGTON AVE # 129	LOS ANGELES	90066	8/30/2022
FA0026667	DIAMOND POLYETHYLENE PRODUCT	3113 E 11TH	LOS ANGELES	90023	8/30/2022
FA0020555	PEERLESS SUEDE & LEATHER CLEANERS	3115 W JEFFERSON BLVD	LOS ANGELES	90018	8/30/2022
FA0025034	NEXTEL COMMUNICATIONS - SITE #066D	312 W 54TH ST	LOS ANGELES	90011	8/30/2022
FA0023735	SPRINT COMMUNICATIONS COMPANY, LP	312 W 5TH ST SU 1000	LOS ANGELES	90013	8/30/2022
FA0028909	OMEGA MOTORS	3121 W JEFFERSON BLVD	LOS ANGELES	90018	8/30/2022
FA0030014	TYPOGRAPHIC SERVICE CO	3121 W LOS FELIZ BLVD	LOS ANGELES	90039	8/30/2022
FA0024816	AUTOZONE	3125 N BROADWAY	LOS ANGELES	90031	8/30/2022
FA0029448	LEONARD S RUBIN	3128 E WHITTIER BLVD	LOS ANGELES	90023	8/30/2022
FA0031536	VIP CLEANERS	3128 S SEPULVEDA BLVD	LOS ANGELES	90034	8/30/2022
FA0018850	SUPERIOR SUPER WAREHOUSE #124	3129 S HOOVER ST	LOS ANGELES	90007	8/30/2022
FA0021165	LOS ANGELES MISSION COLLEGE	313 S BRAND BLVD	SAN FERNANDO	91340	8/30/2022
FA0005217	MIXMOR, INC.	3131 CASITAS AVE	LOS ANGELES	90039	8/30/2022
FA0005217	MIXMOR, INC.	3131 CASITAS AVE	LOS ANGELES	90039	8/30/2022
FA0005217	MIXMOR, INC.	3131 CASITAS AVE	LOS ANGELES	90039	8/30/2022
FA0018853	CVS PHARMACY #17699	3131 S HOOVER ST UNIT 9-A	LOS ANGELES	90089	8/30/2022
FA0019822	PAGODA 1 HOUR PHOTO	3131 W OLYMPIC BLVD	LOS ANGELES	90006	8/30/2022
FA0039055	PICO CAR WASH	3131 W PICO BLVD	LOS ANGELES	90019	8/30/2022
FA0008347	PICO RADIATOR SERVICE	3131 W PICO BLVD	LOS ANGELES	90019	8/30/2022
FA0011159	CENTRAL VACUUM INTERNATIONAL INC	3133 E 12TH ST	LOS ANGELES	90023	8/30/2022
FA0027461	SINA'S CUSTOM LAB	3136 W WILSHIRE BLVD	LOS ANGELES	90010	8/30/2022
FA0007022	H R MEDICAL SUPPLY	3137 S LA CIENEGA BLVD	LOS ANGELES	90016	8/30/2022
FA0026335	B & D SWISS CO, INC	3139 N VERDUGO RD	LOS ANGELES	90065	8/30/2022
FA0003561	LA COUNTY - PUBLIC WORKS DEPT.	314 E BROOKS AVE	VENICE	90291	8/30/2022
FA0004082	BALEE PATEL	314 N FIRMIN ST	LOS ANGELES	90012	8/30/2022
FA0010866	YAMAMOTO BROS INC	314 N WILMINGTON BLVD	WILMINGTON	90744	8/30/2022
FA0012937	WEST SIXTH & BROADWAY PARTNERSHIP	314 W 6TH ST	LOS ANGELES	90014	8/30/2022
FA0032224	BEN ART JEWELRY, INC	314 W 6TH ST SU 204	LOS ANGELES	90014	8/30/2022
FA0032129	YERKANYAN JEWELRY INC	314 W 6TH ST SU 207	LOS ANGELES	90014	8/30/2022
FA0020724	SAMUEL JEWELRY	314 W 6TH ST SU 303	LOS ANGELES	90014	8/30/2022
FA0021907	KARABETIAN IMPORT/EXPORT	314 W 6TH ST SU 304A	LOS ANGELES	90014	8/30/2022
FA0035672	CALIFORNIA GOLD	314 W 6TH ST SU 305	LOS ANGELES	90014	8/30/2022
FA0021805	ABBOUD JEWELRY	314 W 6TH ST SU 306	LOS ANGELES	90014	8/30/2022
FA0000004	DENIS JEWELRY CO	314 W 6TH ST SU 308	LOS ANGELES	90014	8/30/2022

FACILITY ID	FACILITY NAME	SITE ADDRESS	CITY	ZIP	LAST RUN DATE
FA0031738	AUTOZONE # 5427	3011 N BROADWAY	LOS ANGELES	90031	8/30/2022
FA0034427	J M PLATING	3014 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0040647	WESTERN DENTAL KIDS (WESTERN DENTAL)	3015 CRENSHAW BLVD STE B	LOS ANGELES	90016	8/30/2022
FA0041111	UNIVERSITY VILLAGE BUILDING ONE (UVO)	3015 S HOOVER ST	LOS ANGELES	90089	8/30/2022
FA0019220	CALIBER COLLISION CENTERS - LA - GRIFFITH PARK	3020 RIVERSIDE DR	LOS ANGELES	90039	8/30/2022
FA0042449	INTERNTIONAL MARINE PRODUCTS	3020 E WASHINGTON BLVD	LOS ANGELES	90023	8/30/2022
FA0019834	SIERRA COLOR/CHEMICAL	3023 N COOLIDGE AVE	LOS ANGELES	90039	8/30/2022
FA0024933	AT&T MOBILITY - GILROY OVLY USID11723	3024 GILROY ST	LOS ANGELES	90039	8/30/2022
FA0042647	TACO BELL #26839	3029 W 8TH ST	LOS ANGELES	90005	8/30/2022
FA0002284	ALLOUSA INC, CHEVIOT CHEVRON	3029 S ROBERTSON BLVD	LOS ANGELES	90034	8/30/2022
FA0014115	FLORENCE GAS MART	303 W FLORENCE AVE	LOS ANGELES	90003	8/30/2022
FA0017043	LA DWP - DISTRIBUTING STATION - 20	3030 S CANFIELD AVE	LOS ANGELES	90034	8/30/2022
FA0005970	CALOX INC	3030 N FIERRO ST	LOS ANGELES	90065	8/30/2022
FA0006110	APC INDUSTRIES	3030 FLETCHER DR	LOS ANGELES	90065	8/30/2022
FA0022098	SKYLINE HEALTH CARE CENTER	3032 W ROWENA AVE	LOS ANGELES	90039	8/30/2022
FA0032331	PMI	3033 E WASHINGTON BLVD	LOS ANGELES	90023	8/30/2022
FA0001760	AT&T CALIFORNIA - G1601	3035 ANDRITA ST	LOS ANGELES	90065	8/30/2022
FA0003896	LAFD - FIRE STATION 50	3036 N FLETCHER DR	LOS ANGELES	90065	8/30/2022
FA0042817	BURGER KING # 12312	304 W CENTURY BLVD	LOS ANGELES	90003	8/30/2022
FA0029533	UNITED #5706	304 N VERMONT AVE	LOS ANGELES	90004	8/30/2022
FA0033241	CALIBER COLLISION	3040 S ROBERTSON BLVD	LOS ANGELES	90034	8/30/2022
FA0019832	AMTECH ELEVATOR SERVICES	3041 Roswell ST	LOS ANGELES	90065	8/30/2022
FA0001213	AMBERCYCLE INC	3045 E 11TH ST	LOS ANGELES	90023	8/30/2022
FA0000293	ARMAG OIL #5	3047 N GLENDALE BLVD	LOS ANGELES	90039	8/30/2022
FA0042466	PRICE CHECK	305 E 4TH ST	LOS ANGELES	90013	8/30/2022
FA0038324	WALGREENS #12529	305 N BREED ST	LOS ANGELES	90033	8/30/2022
FA0040585	UCLA SO REGIONAL LIBRARY	305 DE NEVE DR	LOS ANGELES	90095	8/30/2022
FA0020093	L&T MEAT CO	3050 E 11TH ST	LOS ANGELES	90023	8/30/2022
FA0032419	LOS FELIZ SERVICE, INC.	3050 W LOS FELIZ BLVD	LOS ANGELES	90039	8/30/2022
FA0040019	WASHINGTON DISTRIBUTION CENTER	3050 E WASHINGTON BLVD	LOS ANGELES	90023	8/30/2022
FA0042724	T-MOBILE WESTt, LLC SV11714B	3051 Wabash Ave	Los Angeles	90063	8/30/2022
FA0030331	UNITED PACIFIC # 0615	3053 W LOS FELIZ BLVD	LOS ANGELES	90039	8/30/2022
FA0023930	VERIZON WIRELESS: KT OLYMPIC	3053 W OLYMPIC BLVD STE 310	LOS ANGELES	90006	8/30/2022
FA0017654	GRAND CENTRAL SQUARE APARTMENTS	306 W 3RD ST	LOS ANGELES	90013	8/30/2022
FA0007417	DEWEY SERVICES INC	306 N MADISON AVE	LOS ANGELES	90004	8/30/2022
FA0039530	99 CENTS ONLY STORES #394	3060 CRENSHAW BLVD	LOS ANGELES	90016	8/30/2022
FA0030991	JIFFY LUBE #1803	3061 S OVERLAND AVE	LOS ANGELES	90025	8/30/2022
FA0022515	G&M OIL CO #15 (CHEVRON)	3063 S CRENSHAW BLVD	LOS ANGELES	90016	8/30/2022
FA0014846	REY-CREST ROOFING/WATERPROOFING CO	3065 N VERDUGO RD	LOS ANGELES	90065	8/30/2022
FA0041833	GJS WHOLESALES	307 E BOYD ST	LOS ANGELES	90013	8/30/2022
FA0006939	LA BREA CHEVRON	307 N LA BREA AVE	LOS ANGELES	90036	8/30/2022
FA0037250	AT&T MOBILITY - (USID24309)	307 N RAMPART BLVD	LOS ANGELES	90026	8/30/2022
FA0041965	COSMO GLASS PLUS	307 WALL ST	LOS ANGELES	90013	8/30/2022
FA0025279	ATWATER 76	3070 N GLENDALE BLVD	LOS ANGELES	90039	8/30/2022

FACILITY ID	FACILITY NAME	SITE ADDRESS	CITY	ZIP	LAST RUN DATE
FA0039915	EL POLLO LOCO #5534	3070 N SAN FERNANDO RD	LOS ANGELES	90065	8/30/2022
FA0003926	VALERO - FLORENTINO APELES	3071 S ROBERTSON BLVD	LOS ANGELES	90034	8/30/2022
FA0039521	AUTOZONE #5424	3071 N SAN FERNANDO RD	LOS ANGELES	90065	8/30/2022
FA0032301	LOS FELIZ OIL, INC.	3073 W LOS FELIZ BLVD	LOS ANGELES	90039	8/30/2022
FA0039607	KLAXONPRO HYBRID TECHNOLOGY	3077 CAHUENGA BLVD # B	LOS ANGELES	90068	8/30/2022
FA0038322	VERIZON BUSINESS: LSDQCA	308 S HILL ST	LOS ANGELES	90013	8/30/2022
FA0039999	RUBIO'S # 55	308 WESTWOOD PLZ	LOS ANGELES	90024	8/30/2022
FA0040586	UCLA- ACKERMAN HALL	308 WESTWOOD PLZ	LOS ANGELES	90095	8/30/2022
FA0040899	CARLS JR #505	308 WESTWOOD PLZ	LOS ANGELES	90024	8/30/2022
FA0011401	FRONTINOS COMPLETE AUTOMOTIVE	3085 E 4TH ST	LOS ANGELES	90063	8/30/2022
FA0041723	AT&T CALIFORNIA - G210N	309 S OXFORD AVE	LOS ANGELES	90020	8/30/2022
FA0040047	VERIZON WIRELESS: MacARTHUR PARK	310 S ALVARADO ST	LOS ANGELES	90057	8/30/2022
FA0031273	CONTRERAS AUTO MECHANIC SHOP	310 S CATALINA ST # A-B	LOS ANGELES	90020	8/30/2022
FA0038541	EL SUPER #58	310 E FLORENCE AVE	LOS ANGELES	90003	8/30/2022
FA0043429	Numero Uno Market #104	310 E MANCHESTER	LOS ANGELES	90003	8/30/2022
FA0039805	7-ELEVEN #16950	3100 BEVERLY BLVD	LOS ANGELES	90057	8/30/2022
FA0000231	FLETCHER CHEVRON	3100 N SAN FERNANDO RD	LOS ANGELES	90065	8/30/2022
FA0033738	LINEAGE LOGISTICS PFS LLC	3100 E WASHINGTON BLVD	LOS ANGELES	90023	8/30/2022
FA0000795	LADWP -LINCOLN HEIGHTS SERVICE CTR	3101 ARTESIAN ST	LOS ANGELES	90031	8/30/2022
FA0041112	McDONALD'S # 11157	3105 N BROADWAY	LOS ANGELES	90031	8/30/2022
FA0014630	SAMURAI AUTO SERVICE	3105 CASITAS AVE	LOS ANGELES	90039	8/30/2022
FA0032580	ADAMS & GRAND - ISD - POWER PLANT	311 W 28TH ST	LOS ANGELES	90007	8/30/2022
FA0031891	WASHINGTON BUILDING	311 S SPRING ST	LOS ANGELES	90013	8/30/2022
FA0032633	GRENEKER	3110 E 12TH ST	LOS ANGELES	90023	8/30/2022
FA0003832	LAFD - FIRE STATION 76	3111 N CAHUENGA BLVD W	LOS ANGELES	90068	8/30/2022
FA0042610	FELIX CHEVROLET	3111 S FLOWER ST	LOS ANGELES	90007	8/30/2022
FA0010166	ACE BAE AUTO REPAIR	3116 W VENICE BLVD	LOS ANGELES	90019	8/30/2022
FA0017000	LA DWP DISTRIBUTING STATION 25	3117 RIVERSIDE DR	LOS ANGELES	90027	8/30/2022
FA0019377	2077 THE VONS COMPANIES INC	3118 S SEPULVEDA BLVD	LOS ANGELES	90034	8/30/2022
FA0033929	US FEDERAL COURTHOUSE	312 N SPRING ST	LOS ANGELES	90012	8/30/2022
FA0022748	LEO'S SILK SCREEN SERVICE	3120 E PICO BLVD	LOS ANGELES	90023	8/30/2022
FA0041019	CITY OF LA - REC & PARKS - COSTELLO POOL	3121 E OLYMPIC BLVD	LOS ANGELES	90023	8/30/2022
FA0001256	SO CAL GAS CO (CRENSHAW BASE)	3124 W 36TH ST	LOS ANGELES	90018	8/30/2022
FA0040890	MCDONALD'S #11605	3124 N SAN FERNANDO RD	LOS ANGELES	90065	8/30/2022
FA0017045	LA DWP - DISTRIBUTION STATION-39	3125 W EXPOSITION BLVD	LOS ANGELES	90018	8/30/2022
FA0040942	MIXMOR, INC	3127 CASITAS AVE	LOS ANGELES	90039	8/30/2022
FA0005974	LA COUNTY - HEALTH SERVICES ADMINIS	313 N FIGUEROA ST	LOS ANGELES	90012	8/30/2022
FA0030324	BROADWAY FUEL SERVICE	3130 N BROADWAY	LOS ANGELES	90031	8/30/2022
FA0005217	MIXMOR, INC.	3131 CASITAS AVE	LOS ANGELES	90039	8/30/2022
FA0040952	TARGET T3217	3131 S HOOVER ST # 1910	LOS ANGELES	90089	8/30/2022
FA0040480	TRADER JOE'S #250	3131 S HOOVER ST STE 1920	LOS ANGELES	90089	8/30/2022
FA0033215	MIXMOR INC	3135 W CASITAS AVE	LOS ANGELES	90039	8/30/2022
FA0040939	MIXMOR, INC	3139 CASITAS AVE	LOS ANGELES	90039	8/30/2022
FA0040289	TEMPLE RESOURCES	314 FIRMIN ST	LOS ANGELES	90026	8/30/2022
FA0036684	AT&T Mobility - S EVERGREEN E PICO (USID25644)	3141 E 12TH ST	LOS ANGELES	90023	8/30/2022
FA0039886	DOLLAR TREE #04993	3148 W PICO BLVD	LOS ANGELES	90019	8/30/2022

APPENDIX VII

LIEN SEARCH

045.09702_3016-3110 Western Ave
3022 South Western Ave
Los Angeles, CA 90018

Inquiry Number: 7120356.5
September 19, 2022

EDR Environmental Lien and AUL Search

EDR® Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

EDR Environmental Lien and AUL Search

The EDR Environmental Lien and AUL Search Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied address information to:

- search for parcel information and/or legal description;
- search for ownership information;
- research official land title documents recorded at jurisdictional agencies such as recorders' offices, registries of deeds, county clerks' offices, etc.;
- access a copy of the deed;
- search for environmental encumbering instrument(s) associated with the deed;
- provide a copy of any environmental encumbrance(s) based upon a review of key words in the instrument(s) (title, parties involved, and description); and
- provide a copy of the deed or cite documents reviewed.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EDR Environmental Lien and AUL Search

TARGET PROPERTY INFORMATION

ADDRESS

3022 South Western Ave
045.09702_3016-3110 Western Ave
Los Angeles, CA 90018

ENVIRONMENTAL LIEN

Environmental Lien: Found ☐ Not Found ☒

OTHER ACTIVITY AND USE LIMITATIONS (AULs)

AULs: Found ☐ Not Found ☒

RESEARCH SOURCE

Source 1:

LARecorder
Los Angeles, CA

PROPERTY INFORMATION

Deed 1:

Type of Deed:	deed
Title is vested in:	3022 S Western (LA) Owners LP
Title received from:	3022 S Western LLC
Deed Dated	5/17/2022
Deed Recorded:	5/20/2022
Book:	NA
Page:	na
Volume:	na
Instrument:	na
Docket:	NA
Land Record Comments:	
Miscellaneous Comments:	
Legal Description:	See Exhibit
Legal Current Owner:	3022 S Western (LA) Owners LP
Parcel # / Property Identifier:	5053-008-005, 5053-008-006, 5053-008-004
Comments:	See Exhibit

Deed Exhibit 1

This page is part of your document - DO NOT DISCARD

20220547237

Recorded/Filed in Official Records
Recorder's Office, Los Angeles County,
California

05/20/22 AT 08:00AM

Pages:
0008

FEES:	40.00
TAXES:	31,640.00
OTHER:	0.00
PAID:	31,680.00

LEADSHEET

202205200140031

00022361922

013419906

SEQ:
01

SECURE - 8:00AM

THIS FORM IS NOT TO BE DUPLICATED

E442318

2676021596

RECORDING REQUESTED BY
Old Republic Title Company
AND WHEN RECORDED MAIL DOCUMENT TO:

NAME Property Tax Resources, LLC / Attn: April Cochran

STREET ADDRESS P.O. Box 131237

CITY, STATE & ZIP CODE Carlsbad, CA 92013

SPACE ABOVE FOR RECORDER'S USE ONLY

GRANT DEED

Title of Document

THIS COVER SHEET ADDED TO PROVIDE ADEQUATE SPACE FOR RECORDING INFORMATION
($3.00 Additional Recording Fee Applies)

RECORDING REQUESTED BY:
Old Republic Title Company

WHEN RECORDED MAIL TO
AND MAIL TAX STATEMENTS TO:

Property Tax Resources, LLC
Attn: April Cochran, Director of Property Tax Admin

P.O. Box 131237
Carlsbad, CA 92013

Space Above This Line For Recorder's Use

GRANT DEED

THE UNDERSIGNED GRANTOR(s) DECLARE(s):
DOCUMENTARY TRANSFER TAX is $6,215.00 CITY TAX $25,425.00

☒ Computed on full value of property conveyed, or ☐ Computed on full value less value of liens or encumbrances remaining at time of sale,
☐ Unincorporated area : ☒ City of Los Angeles , and

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

3022 S. Western Ave., LLC, a California Limited Liability Company

hereby GRANT(s) to

3022 S. Western (LA) Owner, L.P., a Delaware limited partnership

the following described real property in the County of Los Angeles, State of California (Assessor's Parcel Nos. 5053-008-004, 5053-008-005 and 5053-008-006.):

**** See Exhibit A attached hereto and made a part hereof ****

Dated: May 17, 2022

Grantor(s):

3022 S. Western Ave., LLC,
a California Limited Liability Company

By: Howard Edmund Enterprises, LLC,
a California Limited Liability Company, its Manager

By: _____
Christopher H. Spano, Managing Member

By: _____
Jonathan H. Spano, Managing Member
Jonathan H. Spano

267602596

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } S.S.

On MAY 19, 2022 before me, SABRINA B. CAMPBELL, a Notary Public, personally appeared, CHRISTOPHER H. SPANO, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

SABRINA B. CAMPBELL
Notary Public - California
Los Angeles County
Commission # 2377280
My Comm. Expires Oct 2, 2025

(Notary Seal)

TRUE COPY CERTIFICATION

(Government Code 27361.7)

Glendale, **California**

Place of Execution (City and State)

I certify under penalty of perjury that this material is a true copy of the original material contained in this document.

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

State of California
County of Los Angeles

On May 19 2022 before me, Sabrina B. Campbell, Notary Public personally appeared Christopher A. Spano, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

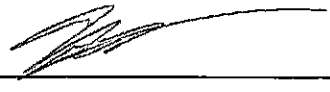
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

eRecording Partners Network

5/19/22
Date

By: 
Signature of Declarant

Miguel Casias
Type or Print Name

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } *S.S.*

On MAY 19, 2022 before me, SABRINA B. CAMPBELL, a Notary Public, personally appeared, JONATHAN H. SPANO, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

SABRINA B. CAMPBELL
Notary Public - California
Los Angeles County
Commission # 2377280
My Comm. Expires Oct 2, 2025

(Notary Seal)

TRUE COPY CERTIFICATION

(Government Code 27361.7)

Glendale, **California**

Place of Execution (City and State)

I certify under penalty of perjury that this material is a true copy of the original material contained in this document.

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

State of California
County of Los Angeles

On May 19, 2022 before me, Sabrina B. Campbell, Notary Public personally appeared Jonathan H. Spano, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

eRecording Partners Network

5/19/22
Date

By: _____
Signature of Declarant

Miguel Casias
Type or Print Name

Exhibit A
Legal Description

PARCEL 1A:

The south 30 feet of Lot 6 and the north 10 feet of Lot 7 in Block 22 of the Chas. Victor Hall Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 26 Page 65 of Miscellaneous Records, in the Office of the County Recorder of said County.

PARCEL 1B:

The north 40 feet of Lot 4 in Block 22 of the Chas. Victor Hall Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 26 Page 65 of Miscellaneous Records, in the Office of the County Recorder of said County.

PARCEL 1C:

The south 10 feet of Lot 4 and the north 30 feet of Lot 5 in Block 22 of the Chas. Victor Hall Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 26 Page 65 of Miscellaneous Records, in the Office of the County Recorder of said County.

PARCEL 1D:

The south 20 feet of Lot 5 and the north 20 feet of Lot 6 in Block 22 of the Chas. Victor Hall Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 26 Page 65 of Miscellaneous Records, in the Office of the County Recorder of said County.

EXCEPT all oil and minerals, as well as kindred substances in and under said land, below a depth of 500 feet from the surface thereof without, however, the right of surface entry thereto, as reserved by P.C. Humason, Jr., in the Deed recorded January 11, 1985 as Instrument No. 85-35648, Official Records.

PARCEL 2:

The southerly 40 feet of Lot 7 in Block 22 of the Chas. Victor Hall Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 26 Page 65 of Miscellaneous Records, in the Office of the County Recorder of said County.

EXCEPT all gas, hydrocarbons and all minerals lying in, on or under said land, however, no right is reserved upon the surface for the purpose of exploring for or extracting oil, gas, hydrocarbons or minerals, reserving however, the right to enter the subsurface for the purpose of extracting same, to run for a period of 20 years beginning January 28, 1963 as reserved by Benjamin Rose and Ferne Rose, husband and wife, in Deed recorded January 29, 1963.

PARCEL 3:

Lot 8 in Block 22 of the Chas. Victor Hall Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 26 Page 65 of Miscellaneous Records, in the Office of the County Recorder of said County.

EXCEPT THEREFROM all oil, gas, hydrocarbons and kindred substances lying below a depth of 500 feet from the surface of said land without, however, the right to enter upon the surface of said land, as provided in an Instrument recorded March 24, 1970 as Instrument No. 862, of Official Records.

APPENDIX VIII

ADDITIONAL DOCUMENTATION

Summary

AIN: 5053-008-005 3

Situs Address:
3100 S WESTERN AVE
LOS ANGELES CA 90018-3407

Use Type: Industrial
Parcel Type: Regular Fee Parcel
Tax Rate Area: 00312

Parcel Status: **ACTIVE**
Create Date:
Delete Date:
Tax Status: **CURRENT**
Year Defaulted:
Exemption: None

Building & Land Overview
Use Code: 3300
Design Type:
Quality Class:

# of Units:
Beds/Baths: /
Building SqFt: 0

Year Built:
Effective Year:
Land SqFt: 4,520

(https://maps.assessor.lacounty.gov/GeoCortex/Essentials/PAIS/REST/sites/PAIS/VirtualDirectory/AssessorMaps/ViewMap.html?val=5053-008)

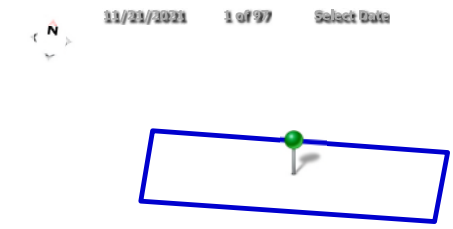
Parcel Map (https://maps.assessor.lacounty.gov/GeoCortex/Essentials/PAIS/REST/sites/PAIS/VirtualDirectory/AssessorMaps/ViewMap.html?val=5053-008) / Map Index (https://maps.assessor.lacounty.gov/GeoCortex/Essentials/PAIS/REST/sites/PAIS/VirtualDirectory/AssessorMaps/ViewMap.html?val=5053-NDX)

	2023 Roll Preparation		2022 Current Roll	RC	Year		2016 Base Value
$	455,130	$	446,206	T	2016	$	400,000
$	11,377	$	11,154	T	2016	$	10,000
$	466,507	$	457,360			$	410,000

Assessor's Responsible Division
District: West District Office
Region: 25
Cluster: 25815 SO LA IND

West District Office (https://maps.google.com/?q=500+W.+Temple+St.+Room+183-19+Los+Angeles%2C+CA+90012-2770)
500 W. Temple St. Room 183-19
Los Angeles, CA 90012-2770

Phone: (310) 665-5300
Toll Free: 1 (888) 807-2111
M-F 7:30 am to 5:00 pm



3100 S Western Ave, Los Angeles, CA 90018-3407

Building and Land Characteristics

Land Information

Use Code = 3300 (Industrial)

Total SqFt (GIS):	0
Total SqFt (PDB):	4,520
Usable SqFt:	4,497
Acres:	
Land W' x D':	40 x 113
Sewers:	Yes
Flight Path:	No
X-Traffic:	Yes
Freeway:	No
Corner Lot:	No
Golf Front:	No
Horse Lot:	No
View:	None
Zoning:	(Refer Issuing Agency)
Code Split:	No
Impairment:	None

Situs Address:
3100 S WESTERN AVE LOS ANGELES CA 90018-3407

Legal Description *(for assessment purposes)*:
CHAS VICTOR HALL TRACT S 40 FT EX OF ST OF LOT 7 BLK 22

Use Code: 3300 (Industrial)
3 = Industrial
3 = Warehousing, Distribution, Storage
0 = Warehousing, Distribution, Under 10,000 SF
0 = One Story

Building Information

SUBPART:
Design Type:
Quality Class:

# of Units:
Beds/Baths: /
Building SqFt: 0

Year Built:
Effective Year:
Depreciation: / /

RCN Other: $ 0
RCN Other Trended: $ 0
Year Change:

Design Type:
=
=
=
=

SUMMARY: ***Total***

# of Units: 0
Beds/Baths: 0/0
Building SqFt: 0
Avg SqFt/Unit:

Events History

Ownership () Parcel Change ()

Show Re-Assessable Only: ☐

Recording Date	Seq. #	Re-Assessed	# Parcels	%	Ver. Code	DTT Sale Price	Assessed Value
05/20/2022	50	Yes	3	00%-0	M	$ 5,650,056	$ 0
06/07/2016	50	Yes	2+	00%-0	M	$ 2,420,024	$ 410,000
02/03/2015	50	Yes	2+	00%-0	M	$ 1,615,000	$ 215,000
06/28/2012	50	No		00%-0		$ 0	$ 255,997
06/11/2008	50	Yes	1	00%-0		$ 240,000	$ 240,000
04/12/2005	50	Yes		00%-0		$ 85,000	$ 250,000
09/29/2004	50	No		00%-0		$ 0	$ 129,338
01/06/1999	50	Yes		00%-0		$ 0	$ 115,000
01/28/1986	50	Yes		00%-0		$ 0	$ 53,000
01/29/1963	50	Yes		00%-0		$ 0	$ 0

Assessment History

Show All: ☐ **Hide Inactive Rolls:** ☐ Showing 1 to 10 of 60 entries.

Bill Number	Bill Type	Bill Status	Date to Auditor	Recording Date	Total Value	Land Value	Improvement Value
223-PSEG				05/20/2022	$ 466,507	$ 455,130	$ 11,377
2220100	T		0	05/20/2022	$	$	$
2220000	R	A	07/26/2022	06/07/2016	$ 457,360	$ 446,206	$ 11,154
2210100	T		0	05/20/2022	$	$	$
2210000	R	A	07/06/2021	06/07/2016	$ 448,393	$ 437,457	$ 10,936
2200000	R	A	07/06/2020	06/07/2016	$ 443,796	$ 432,972	$ 10,824
2190000	R	A	07/01/2019	06/07/2016	$ 435,095	$ 424,483	$ 10,612
2180000	R	A	07/19/2018	06/07/2016	$ 426,564	$ 416,160	$ 10,404
2170000	R	A	06/26/2017	06/07/2016	$ 418,200	$ 408,000	$ 10,200

Bill Number	Bill Type	Bill Status	Date to Auditor	Recording Date	Total Value	Land Value	Improvement Value
2160100	T	A	12/25/2016	06/07/2016	$ 410,000	$ 400,000	$ 10,000

« 1 2 3 4 5 … »

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Contact Us (https://assessor.lacounty.gov/contact-us/) | Disclaimer (disclaimer) | FAQ (faq)
PDB Effective Date: 09/06/2022
(https://facebook.com/LACAssessor) (https://www.twitter.com/LACASSESSOR) (https://www.linkedin.com/company/los-angeles-county-office-of-the-assessor) (https://youtube.com/user/lacountyassessor)

Summary

AIN: 5053-008-006 2

Situs Address:
3104 S WESTERN AVE
LOS ANGELES CA 90018-3407

Use Type:	Commercial
Parcel Type:	Regular Fee Parcel
Tax Rate Area:	00312
Parcel Status:	**ACTIVE**
Create Date:	
Delete Date:	
Tax Status:	**CURRENT**
Year Defaulted:	
Exemption:	None

Building (0101) & Land Overview

Use Code:	2700
Design Type:	2700
Quality Class:	
# of Units:	0
Beds/Baths:	0/0
Building SqFt:	5,500
Year Built:	1970
Effective Year:	1970
Land SqFt:	5,600

(https://maps.assessor.lacounty.gov/GeoCortex/Essentials/PAIS/REST/sites/PAIS/VirtualDirectory/AssessorMaps/ViewMap.html?val=5053-008)

Parcel Map (https://maps.assessor.lacounty.gov/GeoCortex/Essentials/PAIS/REST/sites/PAIS/VirtualDirectory/AssessorMaps/ViewMap.html?val=5053-008) / Map Index (https://maps.assessor.lacounty.gov/GeoCortex/Essentials/PAIS/REST/sites/PAIS/VirtualDirectory/AssessorMaps/ViewMap.html?val=5053-NDX)

	2023 Roll Preparation		2022 Current Roll	RC	Year		2019 Base Value
$	729,096	$	714,800	T	2019	$	680,000
$	21,443	$	21,023	T	2019	$	20,000
$	750,539	$	735,823			$	700,000

Assessor's Responsible Division

District:	West District Office
Region:	25
Cluster:	25650 JEFFRSON PK/USC

West District Office (https://maps.google.com/?q=500+W.+Temple+St.+Room+183-19+Los+Angeles%2C+CA+90012-2770)
500 W. Temple St. Room 183-19
Los Angeles, CA 90012-2770

Phone: (310) 665-5300
Toll Free: 1 (888) 807-2111
M-F 7:30 am to 5:00 pm

Building and Land Characteristics

Land Information

Use Code = 2700 (Commercial)

Total SqFt (GIS):	0
Total SqFt (PDB):	5,600
Usable SqFt:	5,600
Acres:	
Land W' x D':	50 x 112
Sewers:	No
Flight Path:	No
X-Traffic:	No
Freeway:	No
Corner Lot:	No
Golf Front:	No
Horse Lot:	No
View:	None
Zoning:	(Refer Issuing Agency)
Code Split:	No
Impairment:	None

Situs Address:
3104 S WESTERN AVE LOS ANGELES CA 90018-3407

Legal Description *(for assessment purposes)*:
CHAS VICTOR HALL TRACT EX OF ST LOT 8 BLK 22

Use Code: 2700 (Commercial)
2 = Commercial
7 = Parking Lot (Commercial Use Property)
0 = Lots - Patron or Employee
0 = One Story

Building Information

SUBPART: ***0101***
Design Type: 2700
Quality Class:

# of Units: 0
Beds/Baths: 0/0
Building SqFt: 5,500

Year Built: 1970
Effective Year: 1970
Depreciation: UC20 / / 0

RCN Other: $ 0
RCN Other Trended: $ 0
Year Change: 1973

Design Type: 2700
2 = Commercial
7 = Parking Lot (Commercial or Patron)
0 = Unused or Unknown Code (No Meaning)
0 = Unused or Unknown Code (No Meaning)

SUMMARY: ***Total***

# of Units: 0
Beds/Baths: 0/0
Building SqFt: 0
Avg SqFt/Unit:

Events History

Ownership () Parcel Change ()

Show Re-Assessable Only: ☐

Recording Date	Seq. #	Re-Assessed	# Parcels	%	Ver. Code	DTT Sale Price	Assessed Value
05/20/2022	50	Yes	3	00%-0	M	$ 5,650,056	$ 0
07/06/2018	50	Yes	1	00%-0	K	$ 0	$ 700,000
07/06/2018	12	Yes	1	50%-0	K	$ 0	$ 0
05/04/2016	50	Yes		50%-0		$ 0	$ 221,411
08/01/2011	50	No		00%-0		$ 0	$ 40,398
02/02/1993	50	No		00%-0		$ 0	$ 29,283
01/24/1985	50	Yes		00%-0		$ 0	$ 25,000
03/13/1981	50	Yes	1	00%-0		$ 21,000	$ 0

Assessment History

Show All: ☐ **Hide Inactive Rolls:** ☐ Showing 1 to 10 of 53 entries.

Bill Number	Bill Type	Bill Status	Date to Auditor	Recording Date	Total Value	Land Value	Improvement Value
223-PSEG				05/20/2022	$ 750,539	$ 729,096	$ 21,443
2220100	T		0	05/20/2022	$	$	$
2220000	R	A	07/26/2022	07/06/2018	$ 735,823	$ 714,800	$ 21,023
2210100	T		0	05/20/2022	$	$	$
2210000	R	A	07/06/2021	07/06/2018	$ 721,396	$ 700,785	$ 20,611
2200000	R	A	07/06/2020	07/06/2018	$ 714,000	$ 693,600	$ 20,400
2190000	R	A	07/01/2019	07/06/2018	$ 700,000	$ 680,000	$ 20,000
2180100	T	P	0	07/06/2018	$ 700,000	$ 680,000	$ 20,000
2180050	T		0	07/06/2018	$	$	$
2180000	R	A	07/19/2018	05/04/2016	$ 230,355	$ 229,928	$ 427

« 1 2 3 4 5 … »

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PDB Effective Date: 09/06/2022
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5053	8 SHEET	P. A. 5053-8	TRA 312	REVISED 700220 741021801	750630102 751117806 840306105-84	91100707001001-09 92041712035001-09 2013022619004001-25			SEARCH NO		OFFICE OF THE ASSESSOR COUNTY OF LOS ANGELES COPYRIGHT © 2002

2013

N

MAPPING AND GIS SERVICES
SCALE 1" = 80'

PG 9

PG 6

PG 7

PG 15

60 30TH ST 60

31ST ST

AVE 80

WESTERN 100

BLVD 70

HOBART 70

CF 1396-2

TRACT 65

1 POR (22) 111.50 / 111.28 — 12.50 / 82.50 / 12.50

2 POR (2) 113.78 / 113.55 — 10 / 80 / 10

3 POR (20) 103.55 / 103.33 — 20 / 90 / 20

4 POR 113.33 / 113.11 — 10 / 80

5 POR (4) 112.89 — 80

6 POR 112.67 — 10 / 83

7 POR (5) 112.44 — 40 / 83

8 POR (6) 112.22 — 50 / 80

9 POR (7) 112 — 10 / 80

HALL

VICTOR

CHAS

BLK 22

(11) 16 — 133

(12) 17

(13) 18

(14) 19

(15) 20

(16) 21

(17) 22 — 26

(18) 23

(19) 24 — 133

M R

10 POR — 25 / 104 / 20 / 10

11 POR — 45 / 9710±SF / (8)

12 POR

13 POR — (9)

14 POR — 45 / 7590±SF / (21)

15 POR — 43.50 / 107 / 21.59

12 / 12 / 19.30 / 19.30 / 45 / R=810

90 JEFFERSON BLVD 90 VARIES

F M 16944

PG 5041

Date Printed: 2/21/2013 6:20:35 AM
Date Saved: 2/21/2013 6:20:23 AM

Solid Waste Information Management System

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Do I Need Methane Mitigation?

Find out if your property is within 1,000 feet of a methane producing site or 300 feet of an oil or gas well.

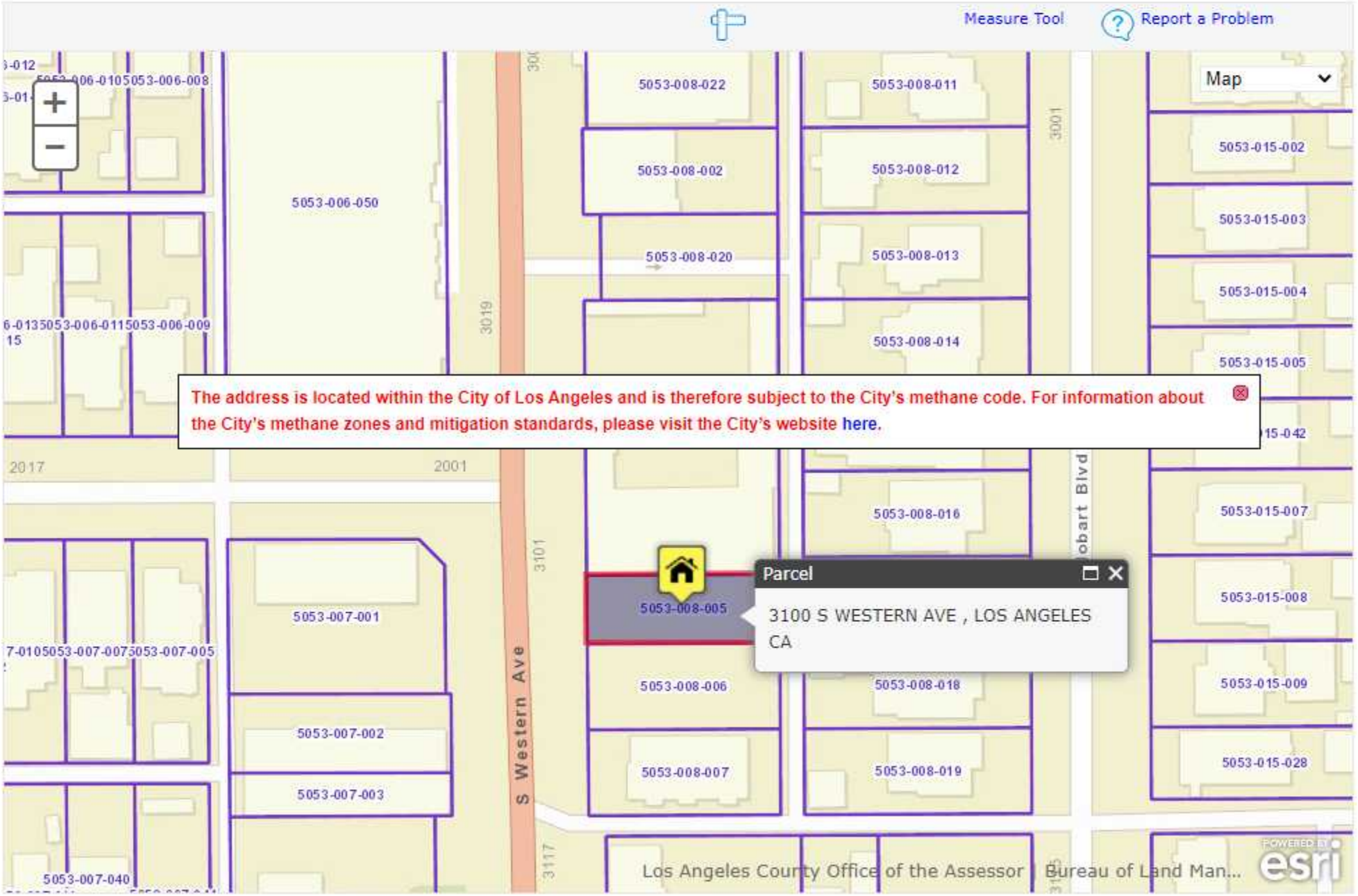
Search by: Assessor's Parcel No. 5053-008-004 Search

The address is located within the City of Los Angeles and is therefore subject to the City's methane code. For information about the City's methane zones and mitigation standards, please visit the City's website here.

Do I Need Methane Mitigation?

Find out if your property is within 1,000 feet of a methane producing site or 300 feet of an oil or gas well.

Search by: Assessor's Parcel No. 5053-008-005 Search



Solid Waste Information Management System

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Do I Need Methane Mitigation?

Find out if your property is within 1,000 feet of a methane producing site or 300 feet of an oil or gas well.

Search by: Assessor's Parcel No. 5053-008-006 Search

Summary

AIN: 5053-008-004 4

Situs Address:
3022 S WESTERN AVE
LOS ANGELES CA 90018-3405

Use Type: Industrial
Parcel Type: Regular Fee Parcel
Tax Rate Area: 00312

Parcel Status: **ACTIVE**
Create Date:
Delete Date:
Tax Status: **CURRENT**
Year Defaulted:
Exemption: None

Building (0101) & Land Overview
Use Code: 3300
Design Type: 3300
Quality Class: C5

# of Units: 1
Beds/Baths: 0/0
Building SqFt: 9,000

Year Built: 1990
Effective Year: 1990
Land SqFt: 18,080

(https://maps.assessor.lacounty.gov/GeoCortex/Essentials/PAIS/REST/sites/PAIS/VirtualDirectory/AssessorMaps/ViewMap.html?val=5053-008)

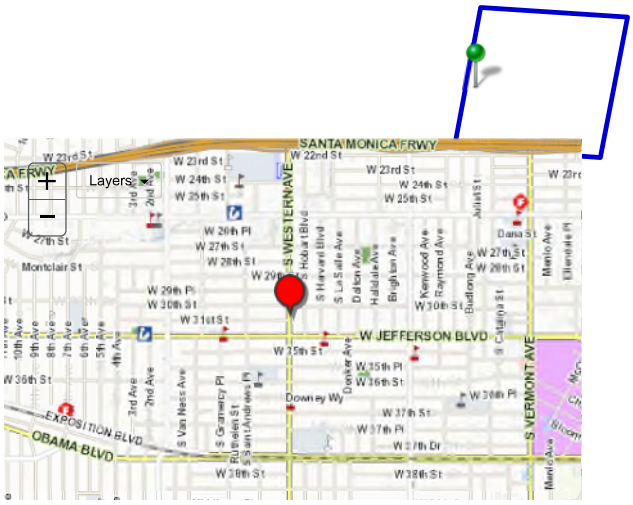
Parcel Map (https://maps.assessor.lacounty.gov/GeoCortex/Essentials/PAIS/REST/sites/PAIS/VirtualDirectory/AssessorMaps/ViewMap.html?val=5053-008) / Map Index (https://maps.assessor.lacounty.gov/GeoCortex/Essentials/PAIS/REST/sites/PAIS/VirtualDirectory/AssessorMaps/ViewMap.html?val=5053-NDX)

	2023 Roll Preparation		2022 Current Roll	RC	Year		2016 Base Value
$	1,820,524	$	1,784,828	T	2016	$	1,600,000
$	466,507	$	457,360	T	2016	$	410,000
$	2,287,031	$	2,242,188			$	2,010,000

Assessor's Responsible Division
District: West District Office
Region: 25
Cluster: 25815 SO LA IND

West District Office (https://maps.google.com/?q=500+W.+Temple+St.+Room+183-19+Los+Angeles%2C+CA+90012-2770)
500 W. Temple St. Room 183-19
Los Angeles, CA 90012-2770

Phone: (310) 665-5300
Toll Free: 1 (888) 807-2111
M-F 7:30 am to 5:00 pm



Building and Land Characteristics

Land Information

Use Code = 3300 (Industrial)

Total SqFt (GIS):	0
Total SqFt (PDB):	18,080
Usable SqFt:	18,080
Acres:	
Land W' x D':	160 x 113
Sewers:	Yes
Flight Path:	No
X-Traffic:	Yes
Freeway:	No
Corner Lot:	No
Golf Front:	No
Horse Lot:	No
View:	None
Zoning:	(Refer Issuing Agency)
Code Split:	No
Impairment:	None

Situs Address:
3022 S WESTERN AVE LOS ANGELES CA 90018-3405

Legal Description *(for assessment purposes)*:
CHAS VICTOR HALL TRACT EX OF ST LOTS 4,5 AND 6 AND N 10 FT EX OF ST OF LOT 7 BLK 22

Use Code: 3300 (Industrial)
3 = Industrial
3 = Warehousing, Distribution, Storage
0 = Warehousing, Distribution, Under 10,000 SF
0 = One Story

Building Information

SUBPART: ***0101***
Design Type: 3300
Quality Class: C5

# of Units: 1
Beds/Baths: 0/0
Building SqFt: 9,000

Year Built: 1990
Effective Year: 1990
Depreciation: C50 / / 0

RCN Other: $ 0
RCN Other Trended: $ 0
Year Change:

Design Type: 3300
3 = Industrial
3 = Warehousing, Distribution, Storage
0 = Unused or Unknown Code (No Meaning)
0 = Unused or Unknown Code (No Meaning)

SUMMARY: ***Total***

# of Units: 1
Beds/Baths: 0/0
Building SqFt: 9,000
Avg SqFt/Unit: 9,000

Events History

Ownership () Parcel Change ()

Show Re-Assessable Only: ☐

Recording Date	Seq. #	Re-Assessed	# Parcels	%	Ver. Code	DTT Sale Price	Assessed Value
05/20/2022	50	Yes	3	00%-0	M	$ 5,650,056	$ 0
06/07/2016	50	Yes	2+	00%-0	M	$ 2,420,024	$ 2,010,000
02/03/2015	50	Yes	2+	00%-0	M	$ 1,615,000	$ 1,400,000
06/28/2012	50	No		00%-0		$ 0	$ 673,769
04/17/1991	50	Yes	1	00%-0		$ 460,000	$ 460,000
07/21/1988	50	Yes	1	00%-0		$ 100,000	$ 225,000
07/19/1985	50	Yes		00%-0		$ 0	$ 180,000
01/11/1985	50	Yes		00%-0		$ 0	$ 145,000
11/24/1978	50	Yes		00%-0		$ 0	$ 0

Assessment History

Show All: ☐ **Hide Inactive Rolls:** ☐ Showing 1 to 10 of 74 entries.

Bill Number	Bill Type	Bill Status	Date to Auditor	Recording Date	Total Value	Land Value	Improvement Value
223-PSEG				05/20/2022	$ 2,287,031	$ 1,820,524	$ 466,507
2220100	T		0	05/20/2022	$	$	$
2220000	R	A	07/26/2022	06/07/2016	$ 2,242,188	$ 1,784,828	$ 457,360
2210100	T		0	05/20/2022	$	$	$
2210000	R	A	07/06/2021	06/07/2016	$ 2,198,225	$ 1,749,832	$ 448,393
2200000	R	A	07/06/2020	06/07/2016	$ 2,175,686	$ 1,731,890	$ 443,796
2190000	R	A	07/01/2019	06/07/2016	$ 2,133,027	$ 1,697,932	$ 435,095
2180000	R	A	07/19/2018	06/07/2016	$ 2,091,204	$ 1,664,640	$ 426,564
2170000	R	A	06/26/2017	06/07/2016	$ 2,050,200	$ 1,632,000	$ 418,200
2160100	T	A	12/25/2016	06/07/2016	$ 2,010,000	$ 1,600,000	$ 410,000

« 1 2 3 4 5 … »

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Contact Us (https://assessor.lacounty.gov/contact-us/) | Disclaimer (disclaimer) | FAQ (faq)
PDB Effective Date: 09/06/2022
(https://facebook.com/LACAssessor) (https://www.twitter.com/LACASSESSOR) (https://www.linkedin.com/company/los-angeles-county-office-of-the-assessor) (https://youtube.com/user/lacountyassessor)

City of Los Angeles
Department of City Planning

9/15/2022
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
3018 S WESTERN AVE

ZIP CODES
90018

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2022-5432-ZC-CPIOA
CPC-2010-2278-GPA
CPC-2008-1552-CPU
CPC-2007-3827-ICO
CPC-2004-2391-ICO
CPC-1996-399-CPR
CPC-1990-346-CA
CPC-1986-603-GPC
CPC-1986-447-GPC
CPC-1983-506
CPC-12641
ORD-185927
ORD-185926-SA2041
ORD-180103
ORD-176589
ORD-173809-SA960
ORD-171682
ORD-171681
ORD-167121-SA1228
ORD-162128
ORD-121727
ENV-2010-2279-CE
ENV-2008-1781-EIR
ENV-2004-2409-CE-ICO
AFF-53456
AF-91-1578890-LT

Address/Legal Information	
PIN Number	120B193 517
Lot/Parcel Area (Calculated)	4,543.3 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID H7
Assessor Parcel No. (APN)	5053008004
Tract	CHA'S VICTOR HALL TRACT
Map Reference	M R 26-65
Block	22
Lot	FR 4
Arb (Lot Cut Reference)	1
Map Sheet	120B193
Jurisdictional Information	
Community Plan Area	South Los Angeles
Area Planning Commission	South Los Angeles
Neighborhood Council	Empowerment Congress North Area
Council District	CD 8 - Marqueece Harris-Dawson
Census Tract #	2221.00
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	C2-2D-O-CPIO
Zoning Information (ZI)	ZI-2452 Transit Priority Area in the City of Los Angeles
	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-1231 Specific Plan: South Los Angeles Alcohol Sales
	ZI-2484 Community Plan Implementation Overlay: South Los Angeles
	ZI-2374 State Enterprise Zone: Los Angeles
General Plan Land Use	Community Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	SOUTH LOS ANGELES ALCOHOL SALES
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	South Los Angeles
Subarea	TOD Low
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Low
Transit Oriented Communities (TOC)	Tier 1
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5053008004
APN Area (Co. Public Works)*	0.415 (ac)
Use Code	3300 - Industrial - Warehousing, Distribution, Storage - Warehousing, Distribution, Under 10,000 SF - One Story
Assessed Land Val.	$1,731,890
Assessed Improvement Val.	$466,507
Last Owner Change	05/20/2022
Last Sale Amount	$5,650,056
Tax Rate Area	312
Deed Ref No. (City Clerk)	833083
	548705,06
	5-553
	35647
	1311625
	1147248
Building 1	
Year Built	1990
Building Class	C5
Number of Units	1
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	9,000.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 5053008004]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No

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Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	2.8632912
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 5053008004]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Public Safety	
Police Information	
Bureau	South
Division / Station	Southwest
Reporting District	337
Fire Information	
Bureau	Central
Battallion	11
District / Fire Station	26
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2022-5432-ZC-CPIOA
Required Action(s):	ZC-ZONE CHANGE
	CPIOA-COMMUNITY PLAN IMPLEMENTATION OVERLAY ADJUSTMENT
Project Descriptions(s):	AMENDMENT TO THE SOUTH LOS ANGELES COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO)
Case Number:	CPC-2010-2278-GPA
Required Action(s):	GPA-GENERAL PLAN AMENDMENT
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
Case Number:	CPC-2008-1552-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	CPC-2007-3827-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	ESTABLISHMENT OF AN ICO TO TEMPORARILY PROHIBIT THE ISSUANCE OF ALL PERMITS RELATED TO THE ESTABLISHMENT OF NEW FAST-FOOD RESTAURANTS LOCATED IN WHOLE OR IN PART WITHIN THE PROPOSED ICO BOUNDARY.
Case Number:	CPC-2004-2391-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES
Case Number:	CPC-1996-399-CPR
Required Action(s):	CPR-COMMUNITY PLAN REVISION
Project Descriptions(s):	Data Not Available
Case Number:	CPC-1990-346-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AMENDMENT TO THE L.A.M.C. TO - DRAFT AN ORDINANCE TO PROHIBIT THE GRANTING OF A CONDITIONAL USE PERMIT FOR THE OFF-SITE SALE OF ALCOHOLIC BEVERAGES (LOURDES GREEN/KAREN HOO)\
Case Number:	CPC-1986-603-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	GENERAL PLAN/ZONING CONSISTENCY PROGRAM
Case Number:	CPC-1986-447-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	PLAN AND ZONE CONSISTENCY - SOUTH CENTRAL LOS ANGELES (HERB GLASCOW)
Case Number:	CPC-1983-506
Required Action(s):	Data Not Available
Project Descriptions(s):	SPECIFIC PLN ORD FOR INTERIM CONDITIONAL USE APPRVL FOR ESTABLISHMENTS FOR THE SALE OF ALCOHOL WHICH ARE GENERALLY LOCATED INTHE SOUTH CENTRAL AREA OF THE CITY
Case Number:	ENV-2010-2279-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
Case Number:	ENV-2008-1781-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	ENV-2004-2409-CE-ICO
Required Action(s):	CE-CATEGORICAL EXEMPTION
	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES

DATA NOT AVAILABLE

CPC-12641

ORD-185927

ORD-185926-SA2041

ORD-180103

ORD-176589

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ORD-173809-SA960
ORD-171682
ORD-171681
ORD-167121-SA1228
ORD-162128
ORD-121727
AFF-53456
AF-91-1578890-LT

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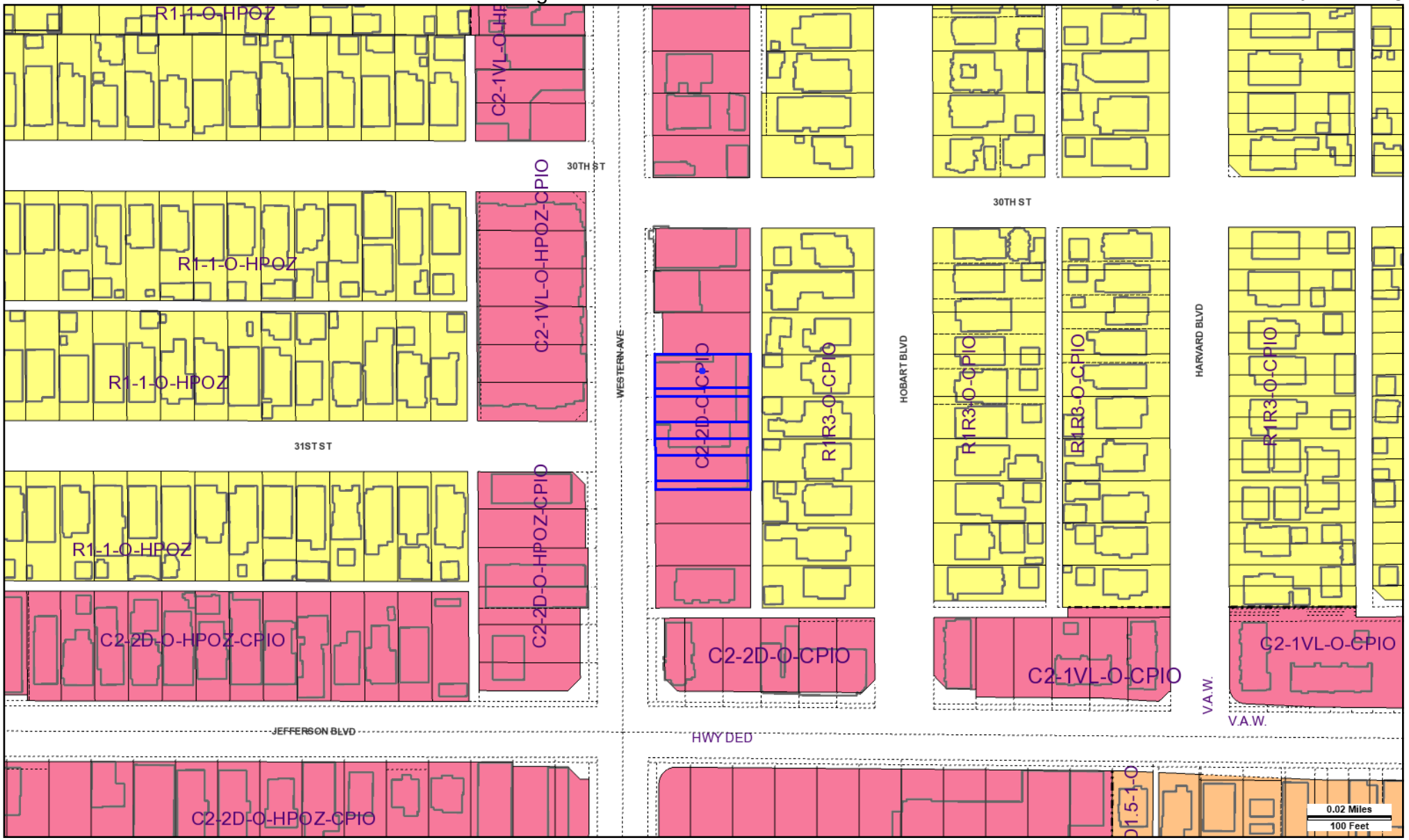
ZIMAS PUBLIC

Generalized Zoning

09/15/2022

City of Los Angeles
Department of City Planning



Address: 3018 S WESTERN AVE
APN: 5053008004
PIN #: 120B193 517

Tract: CHA'S VICTOR HALL TRACT
Block: 22
Lot: FR 4
Arb: 1

Zoning: C2-2D-O-CPIO
General Plan: Community Commercial

N
W
E
S

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Commission Permit Area
- Dual Permit Jurisdiction Area
- Single Permit Jurisdiction Area
- Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

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WAIVER OF DEDICATION OR IMPROVEMENT

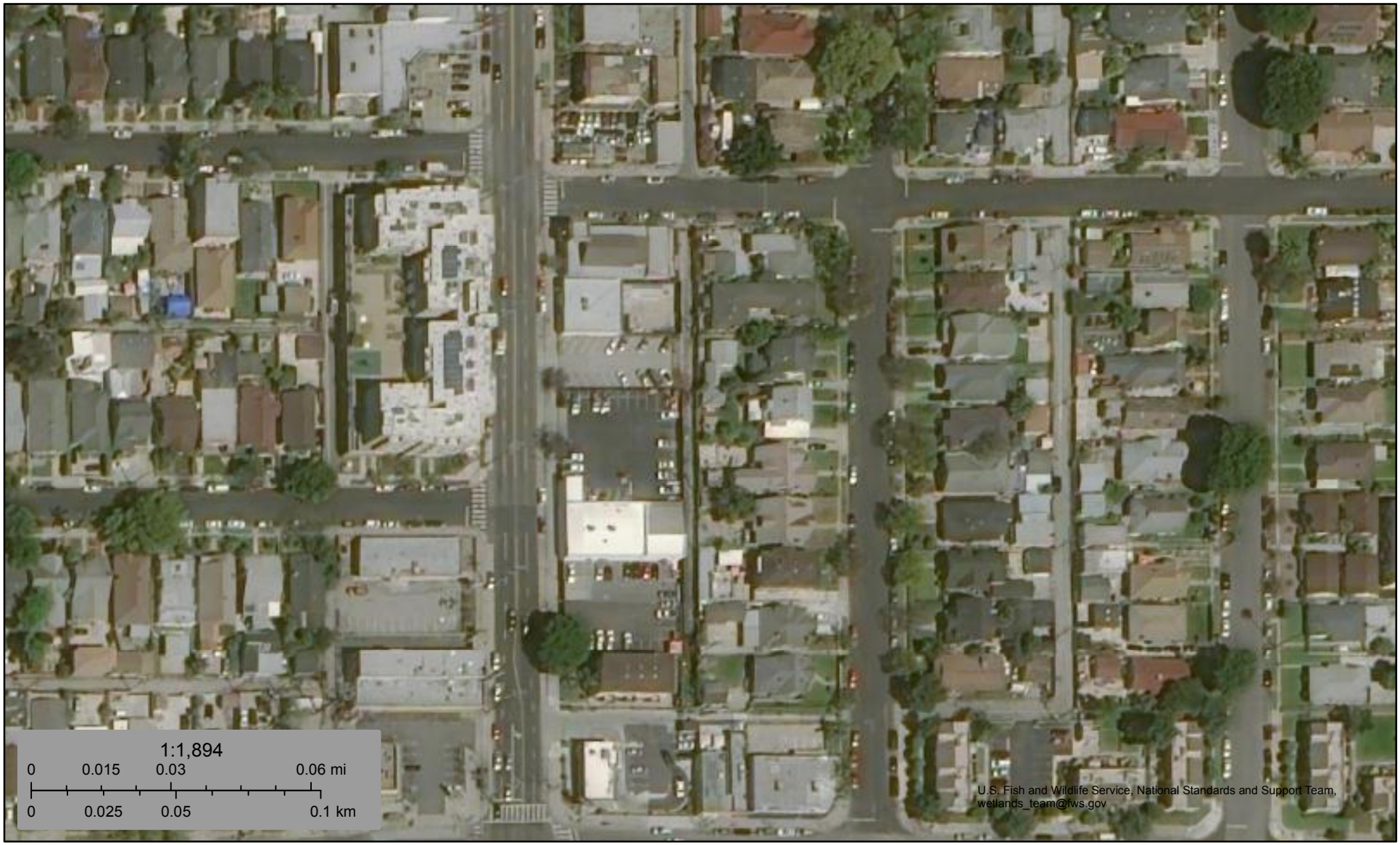
- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Building Outlines 2014
- Building Outlines 2008
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Tract Map
- Parcel Map
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Wells

U.S. Fish and Wildlife Service
National Wetlands Inventory

Wetlands



September 15, 2022

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

City of Los Angeles
Department of City Planning

9/16/2022
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
3104 S WESTERN AVE
3106 S WESTERN AVE
3108 S WESTERN AVE
3110 S WESTERN AVE

ZIP CODES
90018

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2022-5432-ZC-CPIOA
CPC-2010-2278-GPA
CPC-2008-1552-CPU
CPC-2007-3827-ICO
CPC-2004-2391-ICO
CPC-1996-399-CPR
CPC-1990-346-CA
CPC-1986-603-GPC
CPC-1986-447-GPC
CPC-1983-506
CPC-12641
ORD-185927
ORD-185926-SA2041
ORD-180103
ORD-176589
ORD-173809-SA960
ORD-171682
ORD-171681
ORD-167121-SA1228
ORD-162128
ORD-121727
ENV-2010-2279-CE
ENV-2008-1781-EIR
ENV-2004-2409-CE-ICO

Address/Legal Information	
PIN Number	120B193 623
Lot/Parcel Area (Calculated)	5,631.6 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID H7
Assessor Parcel No. (APN)	5053008006
Tract	CHA'S VICTOR HALL TRACT
Map Reference	M R 26-65
Block	22
Lot	FR 8
Arb (Lot Cut Reference)	None
Map Sheet	120B193
Jurisdictional Information	
Community Plan Area	South Los Angeles
Area Planning Commission	South Los Angeles
Neighborhood Council	Empowerment Congress North Area
Council District	CD 8 - Marqueece Harris-Dawson
Census Tract #	2221.00
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	C2-2D-O-CPIO
Zoning Information (ZI)	ZI-2374 State Enterprise Zone: Los Angeles
	ZI-2452 Transit Priority Area in the City of Los Angeles
	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-2484 Community Plan Implementation Overlay: South Los Angeles
	ZI-1231 Specific Plan: South Los Angeles Alcohol Sales
General Plan Land Use	Community Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	SOUTH LOS ANGELES ALCOHOL SALES
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	South Los Angeles
Subarea	TOD Low
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None

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RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Low
Transit Oriented Communities (TOC)	Tier 1
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5053008006
APN Area (Co. Public Works)*	0.129 (ac)
Use Code	2700 - Commercial - Parking Lot (Commercial Use Property) - Lots - Patron or Employee - One Story
Assessed Land Val.	$693,600
Assessed Improvement Val.	$21,443
Last Owner Change	05/20/2022
Last Sale Amount	$5,650,056
Tax Rate Area	312
Deed Ref No. (City Clerk)	83750
	509782
	509781
	509780
	5-665
	197536
	1028555
	1028554
	0676957
	0-405
Building 1	
Year Built	1970
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	5,500.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 5053008006]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No

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Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	2.91041328
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 5053008006]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Public Safety	
Police Information	
Bureau	South
Division / Station	Southwest
Reporting District	337
Fire Information	
Bureau	Central
Battallion	11
District / Fire Station	26
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2022-5432-ZC-CPIOA
Required Action(s):	ZC-ZONE CHANGE
	CPIOA-COMMUNITY PLAN IMPLEMENTATION OVERLAY ADJUSTMENT
Project Descriptions(s):	AMENDMENT TO THE SOUTH LOS ANGELES COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO)
Case Number:	CPC-2010-2278-GPA
Required Action(s):	GPA-GENERAL PLAN AMENDMENT
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
Case Number:	CPC-2008-1552-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	CPC-2007-3827-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	ESTABLISHMENT OF AN ICO TO TEMPORARILY PROHIBIT THE ISSUANCE OF ALL PERMITS RELATED TO THE ESTABLISHMENT OF NEW FAST-FOOD RESTAURANTS LOCATED IN WHOLE OR IN PART WITHIN THE PROPOSED ICO BOUNDARY.
Case Number:	CPC-2004-2391-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES
Case Number:	CPC-1996-399-CPR
Required Action(s):	CPR-COMMUNITY PLAN REVISION
Project Descriptions(s):	Data Not Available
Case Number:	CPC-1990-346-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AMENDMENT TO THE L.A.M.C. TO - DRAFT AN ORDINANCE TO PROHIBIT THE GRANTING OF A CONDITIONAL USE PERMIT FOR THE OFF-SITE SALE OF ALCOHOLIC BEVERAGES (LOURDES GREEN/KAREN HOO)\
Case Number:	CPC-1986-603-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	GENERAL PLAN/ZONING CONSISTENCY PROGRAM
Case Number:	CPC-1986-447-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	PLAN AND ZONE CONSISTENCY - SOUTH CENTRAL LOS ANGELES (HERB GLASCOW)
Case Number:	CPC-1983-506
Required Action(s):	Data Not Available
Project Descriptions(s):	SPECIFIC PLN ORD FOR INTERIM CONDITIONAL USE APPRVL FOR ESTABLISHMENTS FOR THE SALE OF ALCOHOL WHICH ARE GENERALLY LOCATED INTHE SOUTH CENTRAL AREA OF THE CITY
Case Number:	ENV-2010-2279-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
Case Number:	ENV-2008-1781-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	ENV-2004-2409-CE-ICO
Required Action(s):	CE-CATEGORICAL EXEMPTION
	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES

DATA NOT AVAILABLE

CPC-12641

ORD-185927

ORD-185926-SA2041

ORD-180103

ORD-176589

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ORD-173809-SA960

ORD-171682

ORD-171681

ORD-167121-SA1228

ORD-162128

ORD-121727

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ZIMAS PUBLIC

Generalized Zoning

09/16/2022

City of Los Angeles
Department of City Planning

Address: 3104 S WESTERN AVE
APN: 5053008006
PIN #: 120B193 623

Tract: CHA'S VICTOR HALL TRACT
Block: 22
Lot: FR 8
Arb: None

Zoning: C2-2D-O-CPIO
General Plan: Community Commercial

N
W
E
S

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Commission Permit Area
- Dual Permit Jurisdiction Area
- Single Permit Jurisdiction Area
- Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

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City of Los Angeles
Department of City Planning

9/16/2022
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Area Planning Commission	South Los Angeles
Neighborhood Council	Empowerment Congress North Area
Council District	CD 8 - Marqueece Harris-Dawson
Census Tract #	2221.00
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	C2-2D-O-CPIO
Zoning Information (ZI)	ZI-2452 Transit Priority Area in the City of Los Angeles
	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-2484 Community Plan Implementation Overlay: South Los Angeles
	ZI-1231 Specific Plan: South Los Angeles Alcohol Sales
	ZI-2374 State Enterprise Zone: Los Angeles
General Plan Land Use	Community Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	SOUTH LOS ANGELES ALCOHOL SALES
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	South Los Angeles
Subarea	TOD Low
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None

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RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Low
Transit Oriented Communities (TOC)	Tier 1
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5053008005
APN Area (Co. Public Works)*	0.103 (ac)
Use Code	3300 - Industrial - Warehousing, Distribution, Storage - Warehousing, Distribution, Under 10,000 SF - One Story
Assessed Land Val.	$432,972
Assessed Improvement Val.	$11,377
Last Owner Change	05/20/2022
Last Sale Amount	$5,650,056
Tax Rate Area	312
Deed Ref No. (City Clerk)	2505851
	1569841
	109525
	1032076
	0835056
	0835052
Building 1	No data for building 1
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 5053008005]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	

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Nearest Fault (Distance in km)	2.90099496
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 5053008005]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Public Safety	
Police Information	
Bureau	South
Division / Station	Southwest
Reporting District	337
Fire Information	
Bureau	Central
Battallion	11
District / Fire Station	26
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2022-5432-ZC-CPIOA
Required Action(s):	ZC-ZONE CHANGE
	CPIOA-COMMUNITY PLAN IMPLEMENTATION OVERLAY ADJUSTMENT
Project Descriptions(s):	AMENDMENT TO THE SOUTH LOS ANGELES COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO)
Case Number:	CPC-2010-2278-GPA
Required Action(s):	GPA-GENERAL PLAN AMENDMENT
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
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Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
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Project Descriptions(s):	ESTABLISHMENT OF AN ICO TO TEMPORARILY PROHIBIT THE ISSUANCE OF ALL PERMITS RELATED TO THE ESTABLISHMENT OF NEW FAST-FOOD RESTAURANTS LOCATED IN WHOLE OR IN PART WITHIN THE PROPOSED ICO BOUNDARY.
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Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES
Case Number:	CPC-1996-399-CPR
Required Action(s):	CPR-COMMUNITY PLAN REVISION
Project Descriptions(s):	Data Not Available
Case Number:	CPC-1990-346-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AMENDMENT TO THE L.A.M.C. TO - DRAFT AN ORDINANCE TO PROHIBIT THE GRANTING OF A CONDITIONAL USE PERMIT FOR THE OFF-SITE SALE OF ALCOHOLIC BEVERAGES (LOURDES GREEN/KAREN HOO)\
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Project Descriptions(s):	PLAN AND ZONE CONSISTENCY - SOUTH CENTRAL LOS ANGELES (HERB GLASCOW)
Case Number:	CPC-1983-506
Required Action(s):	Data Not Available
Project Descriptions(s):	SPECIFIC PLN ORD FOR INTERIM CONDITIONAL USE APPRVL FOR ESTABLISHMENTS FOR THE SALE OF ALCOHOL WHICH ARE GENERALLY LOCATED INTHE SOUTH CENTRAL AREA OF THE CITY
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Required Action(s):	CE-CATEGORICAL EXEMPTION
	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES

DATA NOT AVAILABLE

CPC-12641

ORD-185927

ORD-185926-SA2041

ORD-180103

ORD-176589

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ORD-173809-SA960

ORD-171682

ORD-171681

ORD-167121-SA1228

ORD-162128

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ZIMAS PUBLIC

Generalized Zoning

09/16/2022

City of Los Angeles
Department of City Planning

Address: 3100 S WESTERN AVE
APN: 5053008005
PIN #: 120B193 605

Tract: CHA'S VICTOR HALL TRACT
Block: 22
Lot: FR 7
Arb: 1

Zoning: C2-2D-O-CPIO
General Plan: Community Commercial

N
W E
S

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Commission Permit Area
- Dual Permit Jurisdiction Area
- Single Permit Jurisdiction Area
- Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Building Outlines 2014
- Building Outlines 2008
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Tract Map
- Parcel Map
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Wells

City of Los Angeles
Department of City Planning

9/16/2022
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
3018 S WESTERN AVE

ZIP CODES
90018

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2022-5432-ZC-CPIOA
CPC-2010-2278-GPA
CPC-2008-1552-CPU
CPC-2007-3827-ICO
CPC-2004-2391-ICO
CPC-1996-399-CPR
CPC-1990-346-CA
CPC-1986-603-GPC
CPC-1986-447-GPC
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ORD-121727
ENV-2010-2279-CE
ENV-2008-1781-EIR
ENV-2004-2409-CE-ICO
AFF-53456
AF-91-1578890-LT

Address/Legal Information	
PIN Number	120B193 517
Lot/Parcel Area (Calculated)	4,543.3 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID H7
Assessor Parcel No. (APN)	5053008004
Tract	CHA'S VICTOR HALL TRACT
Map Reference	M R 26-65
Block	22
Lot	FR 4
Arb (Lot Cut Reference)	1
Map Sheet	120B193
Jurisdictional Information	
Community Plan Area	South Los Angeles
Area Planning Commission	South Los Angeles
Neighborhood Council	Empowerment Congress North Area
Council District	CD 8 - Marqueece Harris-Dawson
Census Tract #	2221.00
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	C2-2D-O-CPIO
Zoning Information (ZI)	ZI-2452 Transit Priority Area in the City of Los Angeles
	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-1231 Specific Plan: South Los Angeles Alcohol Sales
	ZI-2484 Community Plan Implementation Overlay: South Los Angeles
	ZI-2374 State Enterprise Zone: Los Angeles
General Plan Land Use	Community Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	SOUTH LOS ANGELES ALCOHOL SALES
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	South Los Angeles
Subarea	TOD Low
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None

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RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Low
Transit Oriented Communities (TOC)	Tier 1
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5053008004
APN Area (Co. Public Works)*	0.415 (ac)
Use Code	3300 - Industrial - Warehousing, Distribution, Storage - Warehousing, Distribution, Under 10,000 SF - One Story
Assessed Land Val.	$1,731,890
Assessed Improvement Val.	$466,507
Last Owner Change	05/20/2022
Last Sale Amount	$5,650,056
Tax Rate Area	312
Deed Ref No. (City Clerk)	833083
	548705,06
	5-553
	35647
	1311625
	1147248
Building 1	
Year Built	1990
Building Class	C5
Number of Units	1
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	9,000.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 5053008004]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No

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Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	2.8632912
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000
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Economic Development Areas	
Business Improvement District	None
Hubzone	Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 5053008004]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Public Safety	
Police Information	
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Division / Station	Southwest
Reporting District	337
Fire Information	
Bureau	Central
Battallion	11
District / Fire Station	26
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Project Descriptions(s):	SPECIFIC PLN ORD FOR INTERIM CONDITIONAL USE APPRVL FOR ESTABLISHMENTS FOR THE SALE OF ALCOHOL WHICH ARE GENERALLY LOCATED INTHE SOUTH CENTRAL AREA OF THE CITY
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DATA NOT AVAILABLE

CPC-12641

ORD-185927

ORD-185926-SA2041

ORD-180103

ORD-176589

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ORD-171682
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AFF-53456
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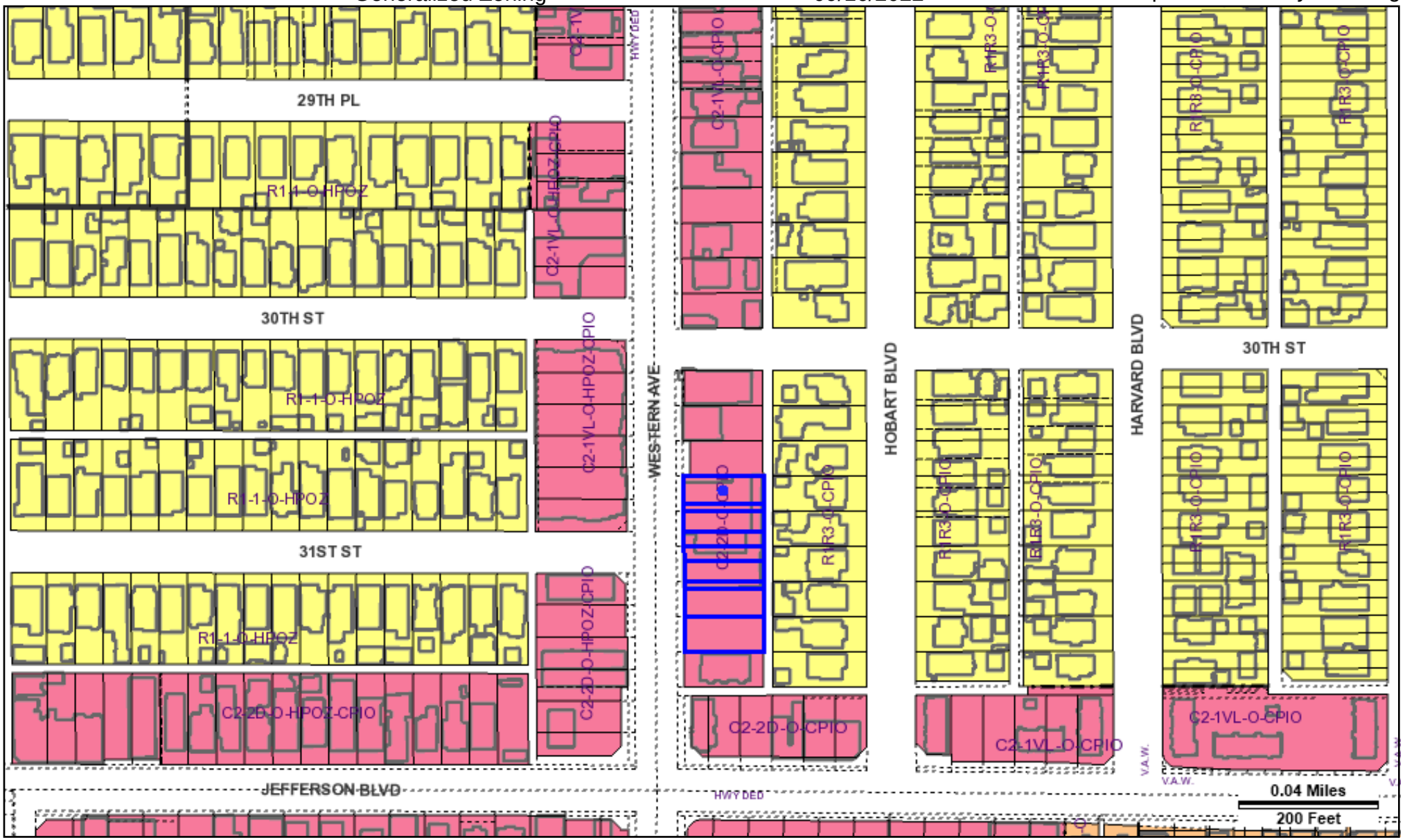
ZIMAS PUBLIC

Generalized Zoning

09/16/2022

City of Los Angeles
Department of City Planning



Address: 3018 S WESTERN AVE
APN: 5053008004
PIN #: 120B193 517

Tract: CHA'S VICTOR HALL TRACT
Block: 22
Lot: FR 4
Arb: 1

Zoning: C2-2D-O-CPIO
General Plan: Community Commercial

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Commission Permit Area
- Dual Permit Jurisdiction Area
- Single Permit Jurisdiction Area
- Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

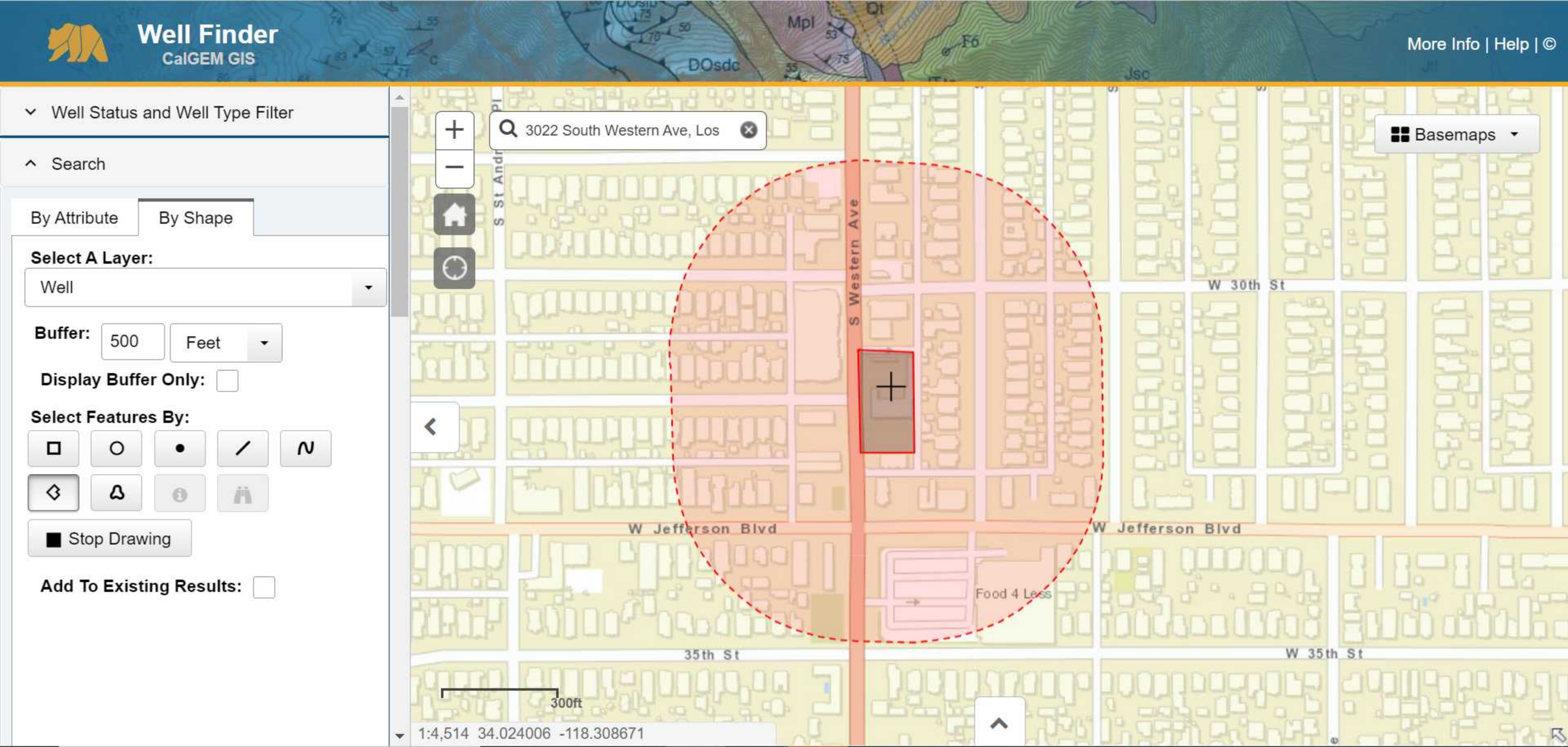
Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Building Outlines 2014
- Building Outlines 2008
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Tract Map
- Parcel Map
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Wells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CalGEM GIS
More Info | Help | ©
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By Attribute
By Shape
Select A Layer:
Well
Buffer:
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Feet
Display Buffer Only:
Select Features By:
Stop Drawing
Add To Existing Results:
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Basemaps
S Western Ave
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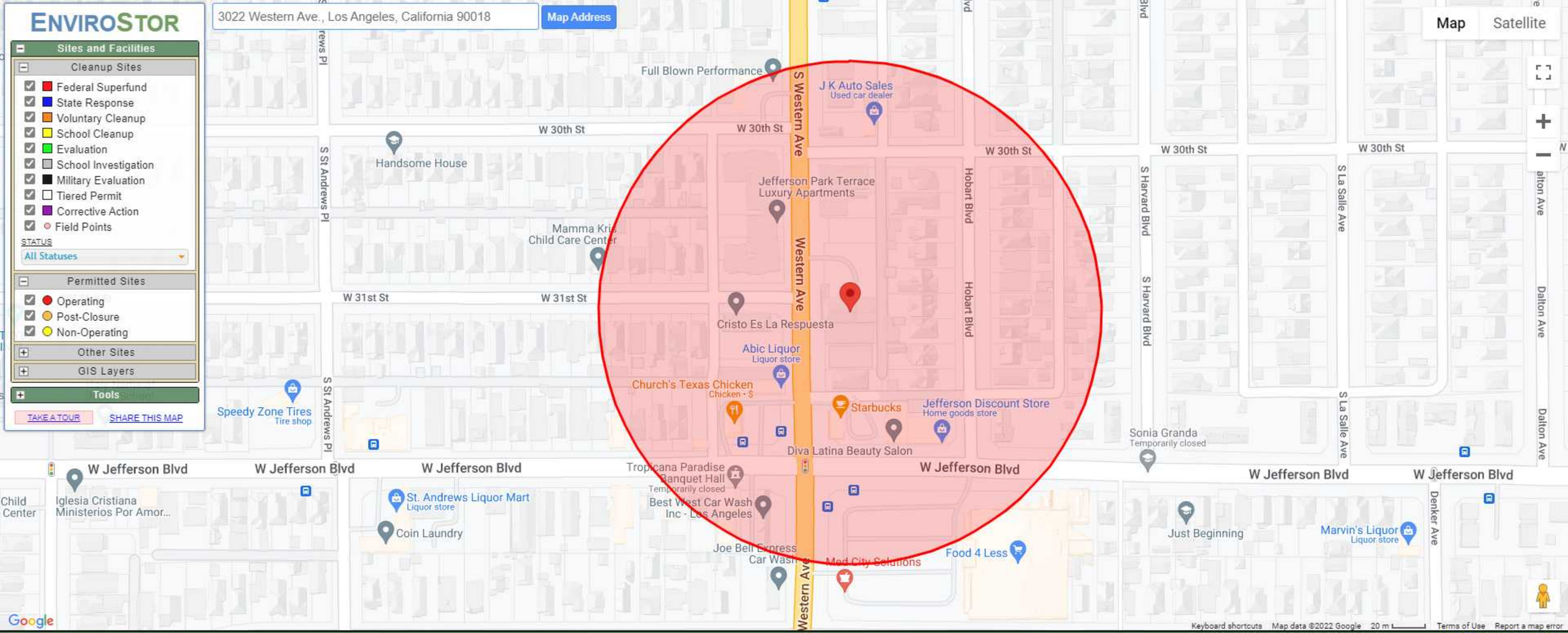

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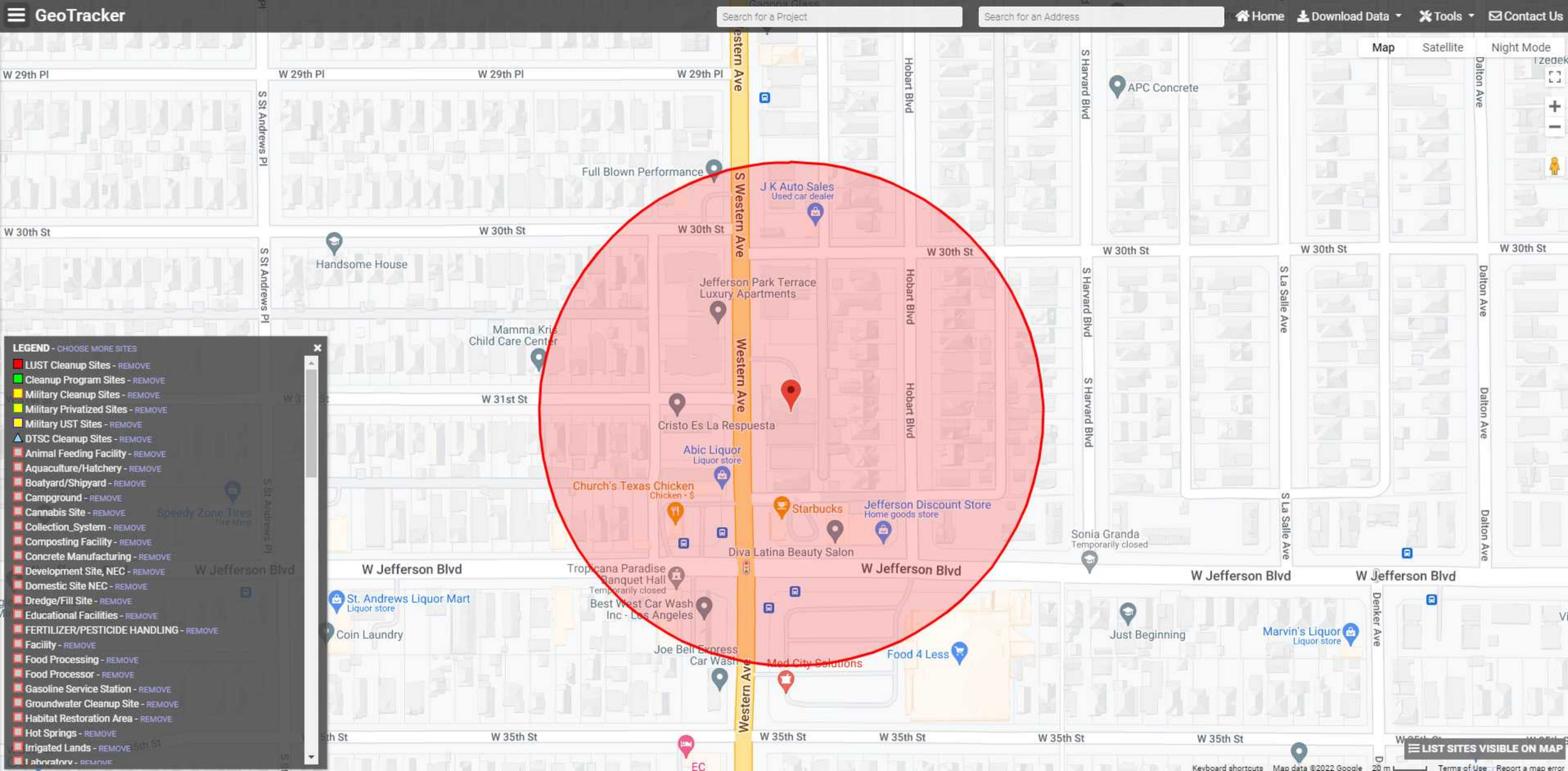
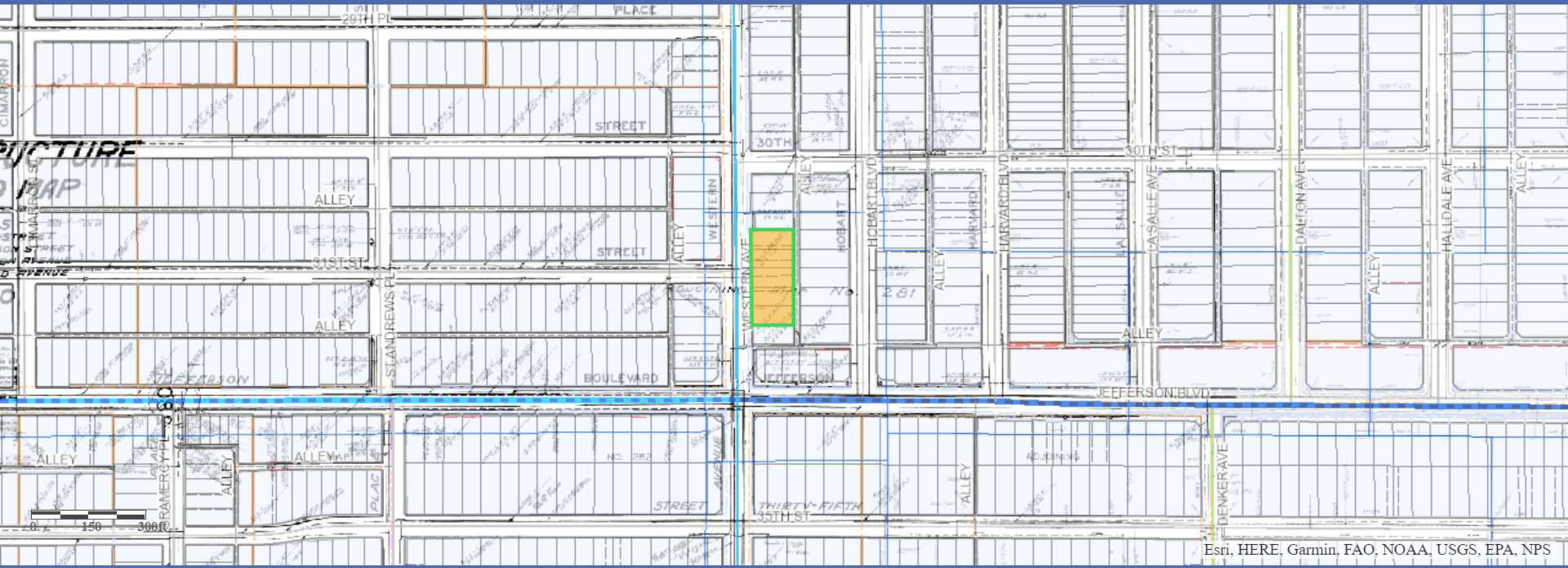
PROJECT NAME	STATUS	PROJECT TYPE	ADDRESS	CITY

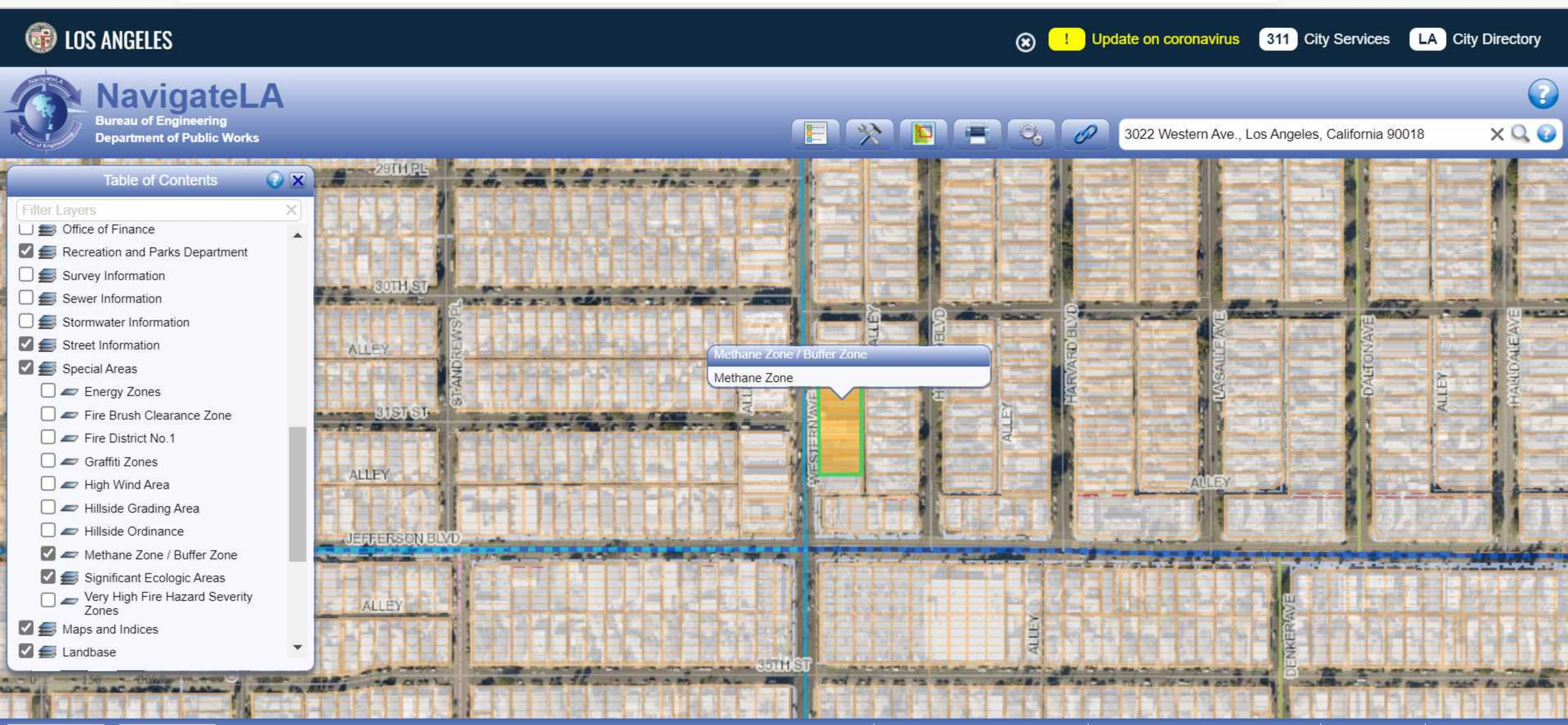

GeoTracker
Search for a Project
Search for an Address
Home
Download Data
Tools
Contact Us
Map
Satellite
Night Mode
W 29th Pl
S St Andrews Pl
S Western Ave
Hobart Blvd
S Harvard Blvd
Dalton Ave
S La Salle Ave
Denker Ave
APC Concrete
Full Blown Performance
J K Auto Sales
Used car dealer
W 30th St
Handsome House
Jefferson Park Terrace
Luxury Apartments
Mamma Kris
Child Care Center
W 31st St
Cristo Es La Respuesta
Abic Liquor
Liquor store
Church's Texas Chicken
Chicken · $
Starbucks
Jefferson Discount Store
Home goods store
Diva Latina Beauty Salon
Sonia Granda
Temporarily closed
W Jefferson Blvd
Tropicana Paradise
Banquet Hall
Temporarily closed
Best West Car Wash
Inc - Los Angeles
St. Andrews Liquor Mart
Liquor store
Coin Laundry
Joe Bell Express
Car Wash
Med City Solutions
Food 4 Less
Just Beginning
Marvin's Liquor
Liquor store
W 35th St
EC
Speedy Zone Tires
Tire shop
LEGEND - CHOOSE MORE SITES
LUST Cleanup Sites - REMOVE
Cleanup Program Sites - REMOVE
Military Cleanup Sites - REMOVE
Military Privatized Sites - REMOVE
Military UST Sites - REMOVE
DTSC Cleanup Sites - REMOVE
Animal Feeding Facility - REMOVE
Aquaculture/Hatchery - REMOVE
Boatyard/Shipyard - REMOVE
Campground - REMOVE
Cannabis Site - REMOVE
Collection_System - REMOVE
Composting Facility - REMOVE
Concrete Manufacturing - REMOVE
Development Site, NEC - REMOVE
Domestic Site NEC - REMOVE
Dredge/Fill Site - REMOVE
Educational Facilities - REMOVE
FERTILIZER/PESTICIDE HANDLING - REMOVE
Facility - REMOVE
Food Processing - REMOVE
Food Processor - REMOVE
Gasoline Service Station - REMOVE
Groundwater Cleanup Site - REMOVE
Habitat Restoration Area - REMOVE
Hot Springs - REMOVE
Irrigated Lands - REMOVE
Laboratory - REMOVE
LIST SITES VISIBLE ON MAP
Keyboard shortcuts
Map data ©2022 Google
20 m
Terms of Use
Report a map error

NavigateLA

Bureau of Engineering
Department of Public Works

3022 Western Ave., Los Angeles, California 90018




LOS ANGELES
Update on coronavirus
311 City Services
LA City Directory
NavigateLA
Bureau of Engineering
Department of Public Works
3022 Western Ave., Los Angeles, California 90018
Table of Contents
Filter Layers
Office of Finance
Recreation and Parks Department
Survey Information
Sewer Information
Stormwater Information
Street Information
Special Areas
Energy Zones
Fire Brush Clearance Zone
Fire District No.1
Graffiti Zones
High Wind Area
Hillside Grading Area
Hillside Ordinance
Methane Zone / Buffer Zone
Significant Ecologic Areas
Very High Fire Hazard Severity Zones
Maps and Indices
Landbase
Methane Zone / Buffer Zone
Methane Zone
29TH PL
30TH ST
31ST ST
35TH ST
ALLEY
ST ANDREWS PL
WESTERN AVE
HARVARD BLVD
LA SALLE AVE
DALTON AVE
HALLDALE AVE
DENKER AVE
JEFFERSON BLVD

APPENDIX IX

RESUMES

Alberto Jimenez | Phase I Environmental Specialist / Project Manager

5261 West Imperial Highway, Los Angeles, CA, 90045 *Office: 310.854.6300 Mobile: 310.817.9792*
Alberto.Jimenez@efiglobal.com

Professional Summary:

Alberto Jimenez has been in the environmental industry since 2018. Mr. Jimenez conducts historical research and works with regulatory bodies to investigate historical and current uses of properties as part of the Phase I Environmental Site Assessment. Mr. Jimenez's experience includes management of all stages of environmental projects including Phase I Environmental Site Assessments, Limited Environmental Site Assessments, Transaction Screen Assessments, Records Search with Risk Assessments, and Database and Document Reviews.

Areas of Expertise:

- Phase I Environmental Site Assessments and Phase II Subsurface Investigations
- Project Management; Coordination and oversight
- Technical report writing
- Data analysis, quality control, and integrity assurance
- Field work

Licenses and Certifications

OSHA 40-Hour Hazardous Waste Operations Certified, Safety Unlimited Inc, CA, #1808221243678

Project Experience:

Phase I – Multiple Properties, EFI Global Inc., Los Angeles, CA

Performed initial file reviews for multiple properties throughout the greater Los Angeles metropolitan area as part of the due diligence process for real estate transactions and property redevelopments.

Phase I ESA with Environmental Sampling at Los Angeles, California

Served as the Project Manager of a Phase I ESA with Environmental Sampling for a tire shop, with former automotive repair and gasoline service station operations and a closed unauthorized release case issued by the Los Angeles Regional Water Quality Control Board (LARWQCB). After extensive historical and regulatory agency research, EFI Global, Inc. was able to determine several concerns for the subject property which included a 280-gallon waste oil and two 7,500-gallon gasoline underground storage tanks (USTs), hydraulic hoists, and a three-stage clarifier associated with the site. Soil sampling was conducted at the subject property to assess current soil conditions in the historical gasoline service station and automobile repair areas, where minor subsurface impacts were detected during the UST removal activities in December 1989. Five soil borings were advanced at the subject property in the area of the former USTs, dispenser islands, hydraulic hoists and clarifier, and the north-central portion of the site and analyzed for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and Title 22 Metals. Analytical results indicated non-detect (ND) concentrations of TPH and VOCs. Title 22 Metals concentrations were below the human health screening levels, except for arsenic. However, it is well documented that natural background concentrations of arsenic in California soils commonly exceed this screening criterion. Based on the absence of detectable concentrations of TPH and VOCs in the soil

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samples collected during this investigation, the historical release associated with the former gasoline station and automobile repair facility did not result in widespread soil impact at the site. EFI Global, Inc. was able to recommend no further action at the time.

Limited ESA at Riverside, California

Served as the Project Manager of a Limited ESA for a 3.17-acre vacant property, planned to be redeveloped for residential purposes, that included several historical uses of concern. After extensive historical and regulatory agency research, EFI Global, Inc. was able to determine several concerns for the subject property which included the site historically operating as a gasoline service station, dry cleaning facility that utilized tetrachloroethylene (PCE), automobile sales dealership, automobile repair facility, and a car wash, with several USTs and hydraulic hoists associated with the site. The report User provided EFI Global, Inc. with several additional investigations conducted at the site in order to assess and characterize the subsurface conditions at the subject property. Residual levels of PCE remained in soil vapor at the time of our assessment, above the residential screening levels. The site was currently undergoing a voluntary soil vapor mitigation under the regulatory oversight of the RCDEH. EFI Global, Inc. was able to advise the property owner of the aforementioned concerns and recommended the continuance of the proposed work under RCDH oversight prior to redevelopment of the site.

Dry Cleaner Projects, Throughout California

Mr. Jimenez conducted all research, investigation, interviews, agency communications, and final reports for several former and existing dry-cleaning properties throughout the state of California for lenders and private entities. Special challenges involved with specific projects included obtaining and reviewing environmental sampling, remediation, and closure proceedings. The RWQCB, Department of Toxic Substances Control (DTSC), and Air Quality Management District (AQMD) were contacted for documentation pertaining to the present and former dry-cleaning operations. After extensive historical and regulatory agency research, EFI Global, Inc. was able to determine that additional investigations were warranted at the time.

Various Affordable Housing Projects, Throughout California

Phase I Environmental Site Assessment Reports were conducted for various properties throughout the state of California for public agencies and private entities as potential sites for affordable housing projects. Special challenges involved with specific projects included soil sampling and pesticide testing for properties that were historically utilized for agricultural purposes.

Professional Experience:

EFI Global Inc. Los Angeles, Phase I Environmental Specialist / Project Manager, 2018 – Present

Education:

Bachelor of Arts, Chicano Studies, University of California, Los Angeles, Los Angeles, CA 2013

References:

Nicole Rivera - EFI Global, Inc. - 5261 West Imperial Highway, Los Angeles, CA 90045 - 310.854.6300

Matthew Rodda - EFI Global, Inc. - 5261 West Imperial Highway, Los Angeles, CA 90045 - 310.854.6300

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efi global

Jennifer LaFromboise | Senior Project Manager

5261 West Imperial Highway, Los Angeles, CA 90045 *310-854-6300*
Jennifer_LaFromboise@EFIGlobal.com

Professional Summary:

Mrs. LaFromboise is an environmental professional with over 11 years of experience working directly with clients and regulatory bodies to assess environmental conditions, develop plans by which to resolve such conditions, and carry out the planned approach to resolution. Mrs. LaFromboise's experience includes project management of all stages of environmental projects including Third Party Peer Reviews, Records Search with Risk Assessments (RSRAs), Transaction Screen Assessments (TSAs), Phase I Environmental Site Assessments (ESAs) and Phase II ESAs. On numerous occasions, Mrs. LaFromboise has managed large scale portfolios of 7 properties or more which included monitoring other team member's progress, coordinating site access, maintaining client communication, and providing the client updates on the portfolio. In addition, Ms. LaFromboise has provided project oversight of various stages of subsurface and indoor air assessments, site characterization, and remediation projects including groundwater monitoring well installation, soil vapor extraction installation, and delineation of contamination.

In her current position, Mrs. LaFromboise manages a team of junior level staff for guidance and mentorship purposes. In addition, for the last three years, Mrs. LaFromboise has overseen the training of newly hired junior level staff which has often involved creating new training material and guidance documents. Mrs. LaFromboise is also part of a team of senior project managers responsible for pricing and bidding potential projects, assigning new projects to team members, and performing technical reviews of RSRA, TSA, and Phase I ESA reports.

Project Experience:

Bank of the West, Multiple Sites in Southern California
Phase I Environmental Site Assessments
Lead a team of five project managers in the completion of a 29-site portfolio of active gas stations in San Diego County, Orange County, Riverside County, and Los Angeles County. The assessments included evaluation of soil, soil vapor, and groundwater analytical data in open and closed Leaking Underground Storage Tank (LUST) cases. In addition, local oversight agencies were often interviewed on the current status of the gas stations.

SunEdison Solar Sites, Kern County, CA
Consulting Services
Prepared Hazardous Materials Business Plans for two large agricultural sites in Kern County which were being redeveloped into solar photovoltaic power generating facilities. The purpose of the plans was to provide the project proponent and contractors with an understanding of the known and anticipated environmental hazards associated with the proposed construction activities. Also assisted a third party consulting firm in obtaining relevant hazardous materials permits for the construction of the solar facilities from the Kern County Environmental Health Services Division.

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California School for the Deaf, Riverside, CA
Preliminary Environmental Assessment (PEA)
Assisted in the completion of a PEA which was submitted to the California Department of Toxic Substances Control (DTSC). The objective of the PEA was to summarize and supplement existing historical environmental data at the site in an effort to enable the DTSC to approve proceeding with construction activities in a manner which ensured protection of current and future students, staff, site workers, and members of the public.

Telfair Elementary School, Pacoima, CA and EXPO Center, Los Angeles, CA
Phase I Environmental Assessments
Managed and prepared Phase I ESAs for the City of Los Angeles Unified School District and City of Los Angeles Parks and Recreation Department. The assessments included constant contact with City personnel and review of the Master Contracts to ensure all scope and project-specific requirements were being met.

Environmental Pre-Screen of Proposed Project Sites and Document Review Guidance
Assisted in the completion of a pre-screen document for the City of Los Angeles Planning Department for their use as a guide in the initial evaluation of a proposed project site for the purpose of determining the level of environmental assessment needed on a project site that is being evaluated for the California Environmental Quality Act (CEQA). Also assisted in the completion of a document review guide for the City of Los Angeles Planning Department for the purpose of identifying and understanding potential environmental concerns that may be encountered during the City's review of RSRA, TSA, or Phase I ESA report prepared by a consultant or as an attachment to related planning documents.

Licenses and Certifications:

OSHA 40-Hour Hazardous Waste Operations Certified
OSHA 8-Hour HAZWOPER Annual Refresher

Professional Experience:

EFI Global, Inc., Los Angeles, CA 2010 – Present
Senior Project Manager, 2015 – Present
Project Geologist, July 2012 – 2015
Senior Staff Geologist, December 2011 – July 2012
Staff Geologist, October 2011 – December 2011
Environmental Specialist, December 2010 – October 2011

Education:

Bachelor's Degree, Geoscienses, Trinity University, San Antonio, TX, 2008

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Nicola Wells | Phase I Project Manager

San Diego, CA, 92109 *310-820-6300*
Nicola.Wells@efiglobal.com

Professional Summary:

Nicola Wells has worked in the environmental industry since 2013 and has been working as an Environmental Consultant since 2015. Ms. Wells started her career as an Environmental Planner within local government in New Zealand implementing policy regarding the sustainable management of natural and physical resources through the permitting process. Ms. Wells then moved onto environmental consultancy work in the Australian private sector focusing on Phase I and II Environmental Site Assessments (ESA's) along with Due Diligence Environmental and Hazardous Material Assessments. Ms. Wells' areas of expertise include:

- Field work (e.g. monitoring well installation, groundwater sampling, soil sampling, surface water sampling and airborne asbestos monitoring)
- Project management
- Technical report writing
- Data analysis

Licenses and Certifications:

OSHA 40-Hour Hazardous Waste Operations Certified, Safety Unlimited, CA, 2004175436679

Project Experience:

EFI Global Inc.,
Phase I – Multiple Properties
Performed Phase I Environmental Site Assessments for multiple properties throughout California as part of due diligence for real estate transactions and property redevelopments. Examples of notable projects are as follows:

- Phase I ESA, Los Angeles – Served as Project Manager on a light industrial property. Extensive historical research revealed that the property had been utilized as a pullery and dealer of hides for 55 years. To support these former operations a UST containing gasoline, and an AST containing sulfuric acid, were confirmed to have been installed at the property, along with numerous water reservoirs and a well pump (indicating former presence of wells). No documentation was available to confirm the removal of the gasoline UST, and it was suspected that former operations may have generated wastes containing metals (arsenic and chromium), caustic soda, potash, soda ash, and volatile organic compounds. EFI Global was able to advise the property owner of the above concerns.
- Phase I ESA, Fullerton – Served as Project Manager on an industrial property that is now occupied by numerous auto repair occupants. Site reconnaissance observations noted evidence of an unused clarifier, numerous spray booths, and a heavily stained waste storage area. Release cases were identified in the adjoining and surrounding area, that were thoroughly researched, with information indicating that the subject property had

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previously been included within an investigation area and reported elevated concentrations of TCE in soil vapor, and groundwater. Further it was revealed that the subject property was included in an area of a proposed National Priority List (NPL) site and a VOC plume in groundwater underlay the property. EFI Global was able to advise the property owner of the above concerns.

- Phase I ESA, Escondido – Served as Project Manager on a commercial property, with an adjacent open release case. The adjacent release case had laid dormant since 1997, at which time PCE, and to a lesser extent TCE, contamination was documented in a nearby well to the subject property. This release case was located up-gradient of the subject property, and groundwater was determined to be shallow. Based on the known impacted groundwater and lack of plume delineation, a vapor encroachment condition and potential for vapor intrusion was identified at the property. EFI Global was able to advise the property owner of the above concerns.

JBS&G Australia Pty Ltd, Sydney, NSW, Australia
Phase I and Phase II - Multiple Properties
Completed Phase I and Phase II assessments at a broad range of sites including those currently or formerly used as landfills, industrial processing, coal fired power stations, service stations and commercial buildings.

Prensa Pty Ltd, Sydney, NSW, Australia
Multiple Properties - Due Diligence Environmental and Hazardous Material Assessments
Performed inspections and reporting on a range of industrial and commercial properties, as part of due diligence for real estate transactions and property redevelopments.

Professional Experience:

EFI Global Inc. San Diego, Phase I Project Manager, 2020-present
EFI Global Inc. Los Angeles, Phase I Environmental Specialist / Project Manager, 2018 – 2019
JBS&G Australia Pty Ltd, Sydney, Australia, Environmental Consultant, 2016 – 2017
Prensa Pty Ltd, Sydney, Australia, Health, Safety & Environmental Consultant, 2015 – 2016
Canterbury Regional Council, Christchurch, New Zealand, Environmental Planner, 2013 – 2014

Specialized Education:

Bachelor of Science, Physical Geography, University of Otago, Otago, New Zealand, 2011
Master of Science, Physical Geography, University of Otago, Otago, New Zealand, 2013

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Appendix G

Noise Technical Modeling

DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS

DouglasKim+Associates, LLC

Figure 1
Noise Measurement Locations

Session Report

5/28/2022

Information Panel

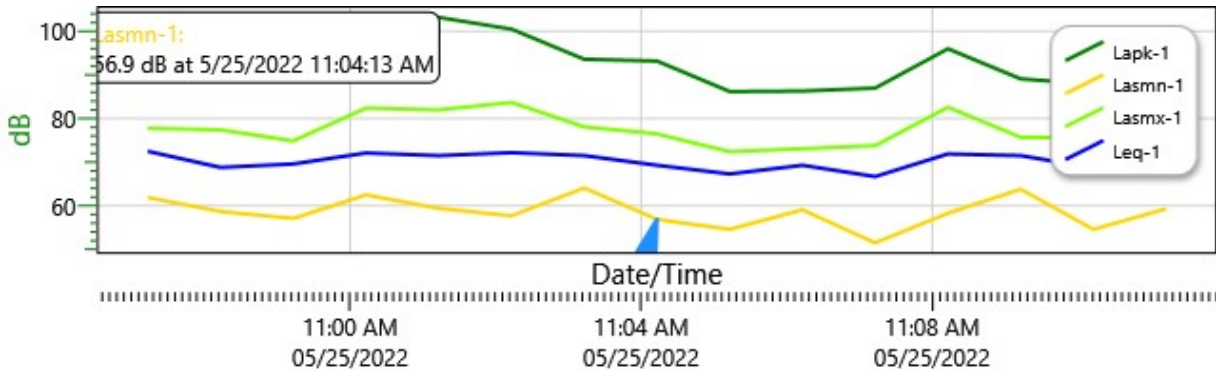
Name	Residences - 3112 Western Ave.
Comments	
Start Time	5/25/2022 10:56:13 AM
Stop Time	5/25/2022 11:11:15 AM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	70.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Residences - 3112 Western Ave.: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
5/25/2022 10:57:13 AM	98	61.9	77.8	72.5
10:58:13 AM	92.6	58.7	77.4	68.8
10:59:13 AM	92.5	57.1	74.9	69.6
11:00:13 AM	101	62.5	82.4	72.1
11:01:13 AM	103.2	59.4	82	71.5
11:02:13 AM	100.5	57.7	83.7	72.2
11:03:13 AM	93.6	64.1	78.1	71.5
11:04:13 AM	93.2	56.9	76.5	69.3
11:05:13 AM	86.2	54.6	72.4	67.3
11:06:13 AM	86.3	59.1	73.1	69.3
11:07:13 AM	87	51.5	73.8	66.7
11:08:13 AM	96	58.3	82.6	71.9
11:09:13 AM	89.1	63.8	75.7	71.5
11:10:13 AM	87.9	54.6	75.6	68.7
11:11:13 AM	89.1	59.3	76.5	70.9

Session Report

5/28/2022

Information Panel

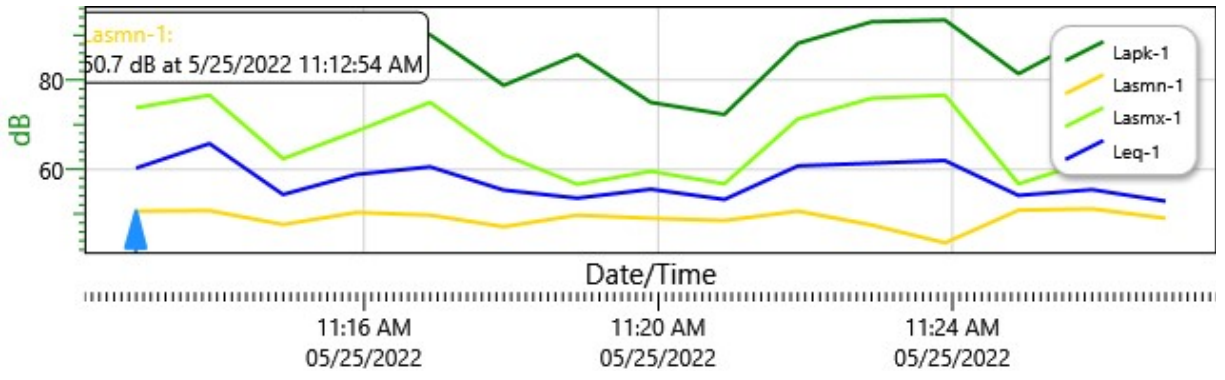
Name	Alley Between Jefferson and 31st
Comments	
Start Time	5/25/2022 11:11:54 AM
Stop Time	5/25/2022 11:26:58 AM
Run Time	00:15:04
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	59.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Alley Between Jefferson and 31st: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
5/25/2022 11:12:54 AM	92.2	50.7	73.8	60.3
11:13:54 AM	92.4	50.8	76.6	65.8
11:14:54 AM	83.1	47.7	62.4	54.4
11:15:54 AM	94	50.4	68.6	58.9
11:16:54 AM	90.1	49.8	75	60.6
11:17:54 AM	78.8	47.2	63.3	55.4
11:18:54 AM	85.7	49.8	56.7	53.6
11:19:54 AM	75	49.1	59.6	55.6
11:20:54 AM	72.3	48.6	56.8	53.3
11:21:54 AM	88.2	50.7	71.3	60.8
11:22:54 AM	93	47.6	75.9	61.4
11:23:54 AM	93.4	43.6	76.6	62
11:24:54 AM	81.4	50.9	56.8	54.2
11:25:54 AM	90.1	51.2	62	55.5
11:26:54 AM	77.3	49.1	62.8	52.9

Session Report

5/28/2022

Information Panel

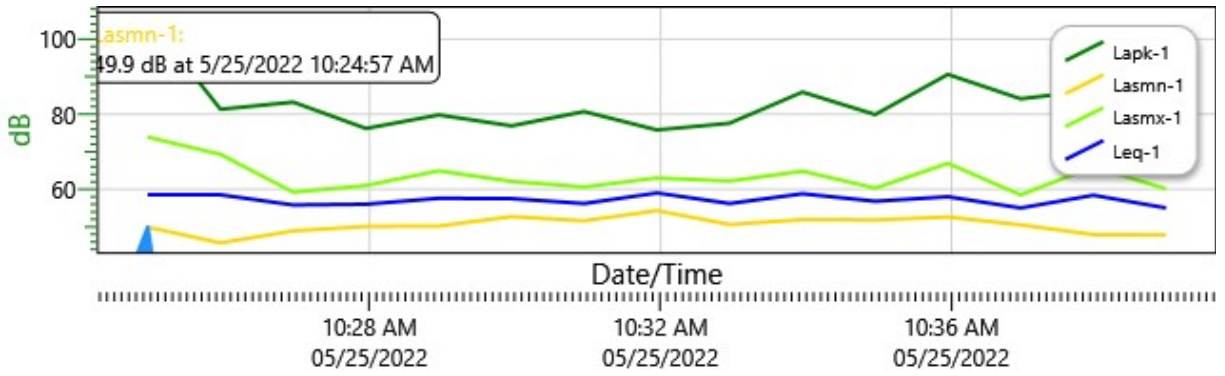
Name	Jefferson Park Terrace Apts - 31st Street frontage
Comments	
Start Time	5/25/2022 10:23:57 AM
Stop Time	5/25/2022 10:39:01 AM
Run Time	00:15:04
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	57.3 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Jefferson Park Terrace Apts - 31st Street frontage: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
5/25/2022 10:24:57 AM	105.8	49.9	73.9	58.5
10:25:57 AM	81.3	45.7	69.3	58.5
10:26:57 AM	83.2	48.9	59.2	55.8
10:27:57 AM	76.2	50.1	61	56
10:28:57 AM	79.8	50.2	64.9	57.6
10:29:57 AM	76.9	52.7	62.1	57.5
10:30:57 AM	80.7	51.6	60.6	56.2
10:31:57 AM	75.8	54.3	63	59
10:32:57 AM	77.6	50.6	62.2	56.2
10:33:57 AM	85.9	51.9	64.8	58.8
10:34:57 AM	79.9	51.8	60.3	56.8
10:35:57 AM	90.6	52.6	66.9	58
10:36:57 AM	84.1	50.5	58.5	55
10:37:57 AM	86.4	47.9	66	58.4
10:38:57 AM	85.6	47.8	60.1	55

Session Report

5/28/2022

Information Panel

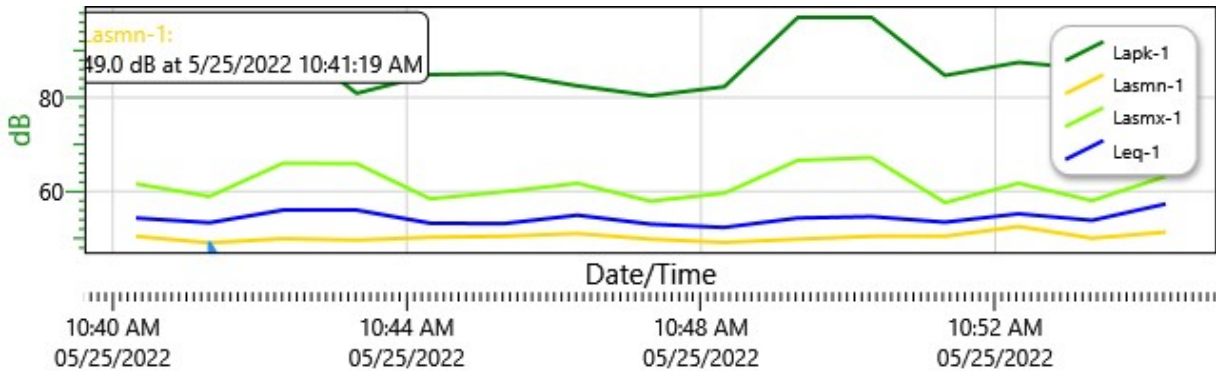
Name	Alley between Western Ave and Hobart Blvd.
Comments	
Start Time	5/25/2022 10:39:19 AM
Stop Time	5/25/2022 10:54:22 AM
Run Time	00:15:03
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	54.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Alley between Western Ave and Hobart Blvd.: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
5/25/2022 10:40:19 AM	89	50.4	61.6	54.3
10:41:19 AM	93.1	49	58.9	53.3
10:42:19 AM	92.9	49.9	66	56
10:43:19 AM	80.9	49.6	65.9	56
10:44:19 AM	84.9	50.2	58.4	53.2
10:45:19 AM	85.1	50.4	59.9	53.1
10:46:19 AM	82.5	51	61.7	54.9
10:47:19 AM	80.4	49.8	57.9	53
10:48:19 AM	82.3	49.1	59.6	52.3
10:49:19 AM	97.1	49.8	66.6	54.3
10:50:19 AM	97.1	50.4	67.2	54.6
10:51:19 AM	84.7	50.4	57.6	53.4
10:52:19 AM	87.5	52.5	61.7	55.2
10:53:19 AM	86.1	50	58	53.8
10:54:19 AM	87.1	51.3	63.2	57.3

DouglasKim+Associates,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

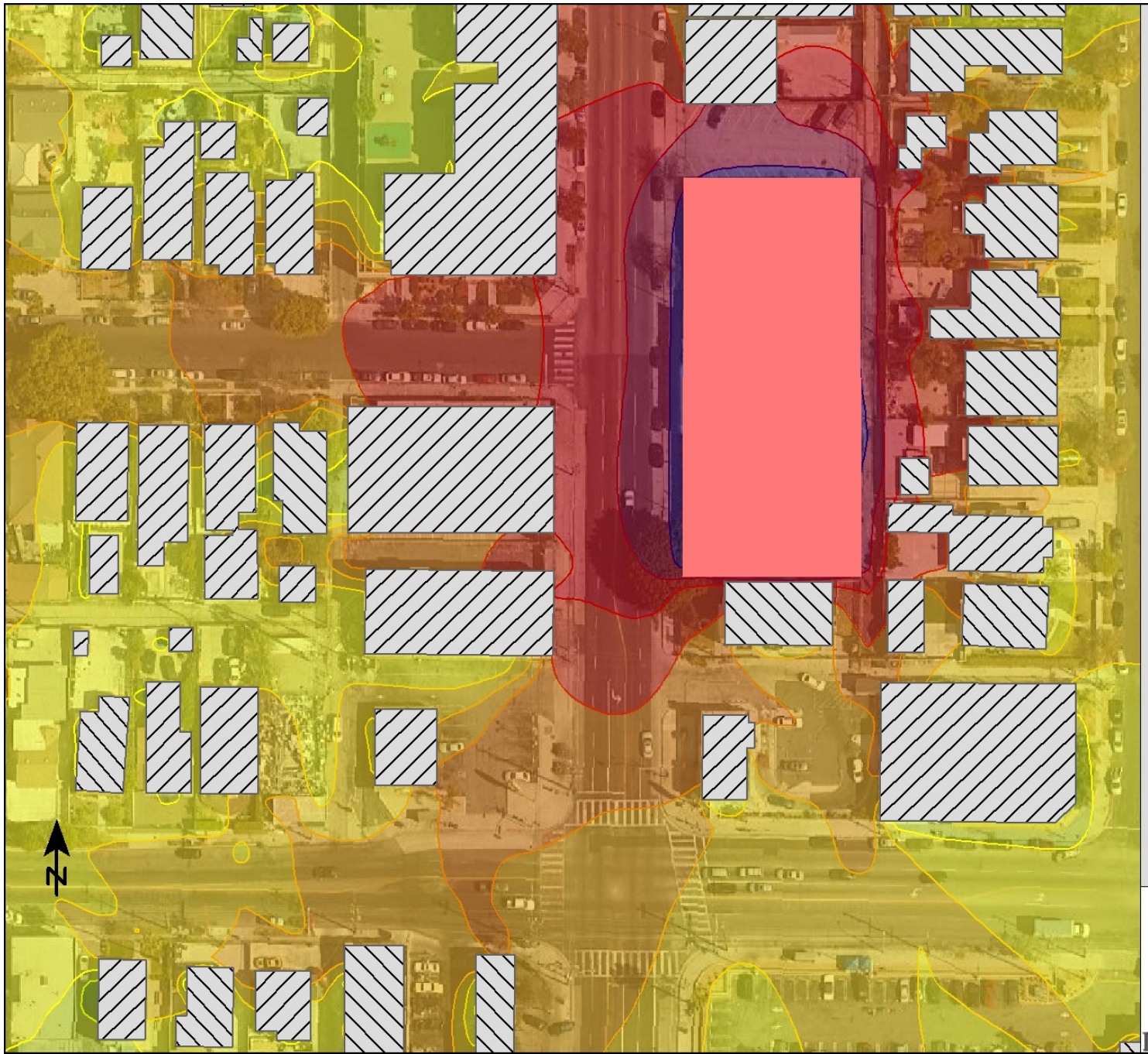
Source name	Size m/m²	Reference	Level Day dB(A)	Level Evening dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	2613 m²	Lw/unit	109.7	-	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Residences - 1823 Jefferson Blvd.	11379088.17 3765800.94	East	GF	50.84	-	43.9	-
2	Residences - 2018 West 31st St.	11379101.29 3765849.65	East	GF	51.01	-	40.0	-
3	Residences - 3023 Western Avenue	11379145.33 3765888.83	East	GF	51.21	-	65.3	-
4	Residences - 3101 Western Avenue	11379144.89 3765850.63	East	GF	50.49	-	65.8	-
5	Residences - 3110 Block of Hobart Av	11379241.65 3765847.59	East	GF	51.84	-	43.4	-
6	Residences - 3112 Western Ave.	11379177.60 3765814.42	West	GF	51.41	-	58.8	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Residences - 1823 Jefferson Blvd.	GF		43.9
Construction Site		-	43.9
Residences - 2018 West 31st St.	GF		40.0
Construction Site		-	40.0
Residences - 3023 Western Avenue	GF		65.3
Construction Site		-	65.3
Residences - 3101 Western Avenue	GF		65.8
Construction Site		-	65.8
Residences - 3110 Block of Hobart Ave.	GF		43.4
Construction Site		-	43.4
Residences - 3112 Western Ave.	GF		58.8
Construction Site		-	58.8



3022 South Western Avenue

Signs and symbols

Building

Construction Site

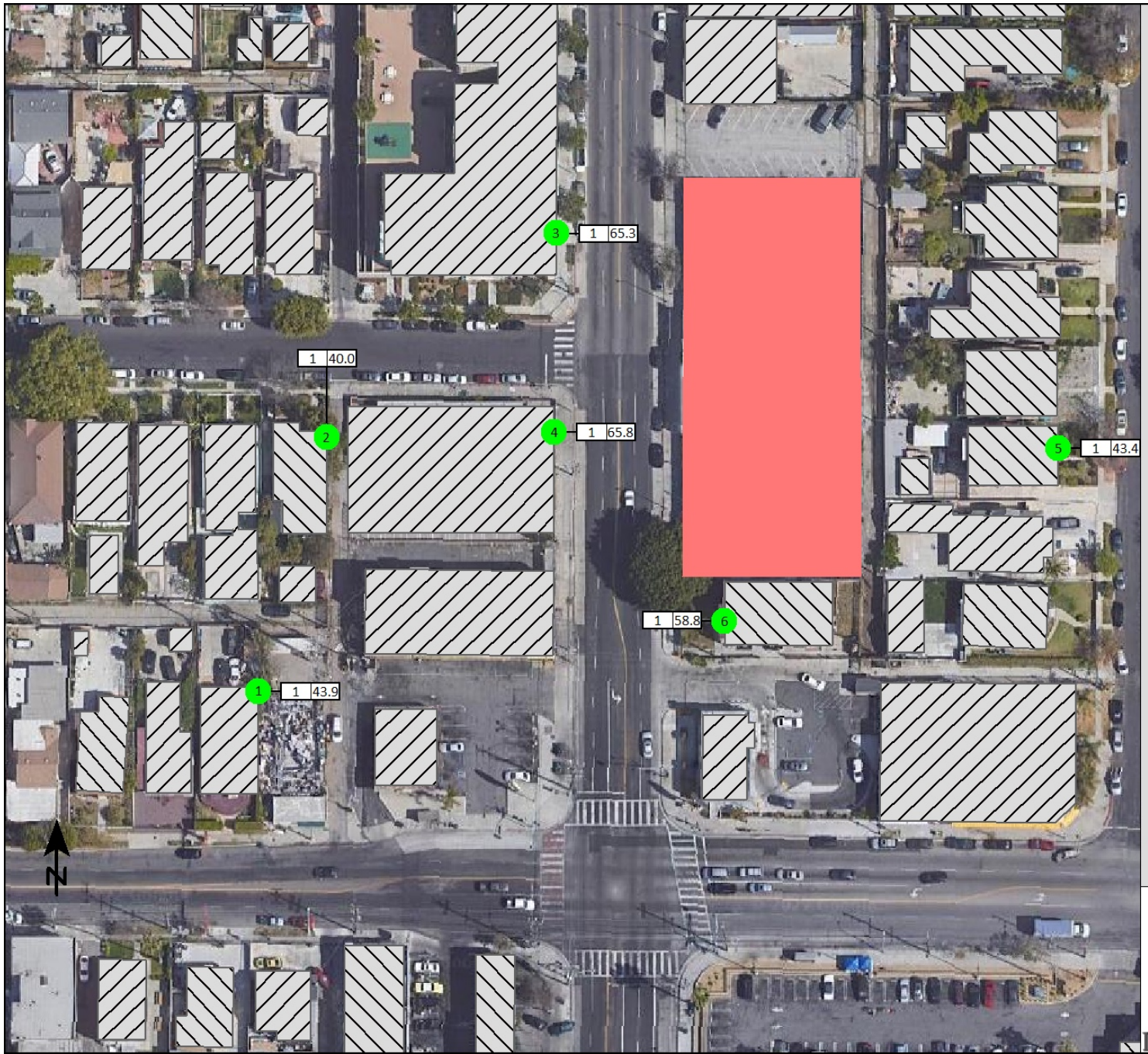
Levels in dB(A)

< 20
20 - 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
>= 80

1 : 80

0 20 40 80 120 160 feet

DouglasKim+Associates,LLC



3022 South Western Avenue

Signs and symbols

Building

Analyzed Sensitive Receptor

Construction Site

1 : 80

0 20 40 80 120 160 feet

DouglasKim+Associates,LLC

Construction Noise Impacts

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - 2018 West 31st St.	57.3	40.0	57.4	0.1	**No**
Residences - 1823 Jefferson Blvd.	59.4	43.9	59.5	0.1	**No**
Residences - 3023 Western Ave.	70.5	65.3	71.6	1.1	**No**
Residencesi - 3112 Western Ave.	70.5	58.8	70.8	0.3	**No**
Residences - 3101 Western Ave.	70.5	65.8	71.8	1.3	**No**
Residences - 3100 block of Hobart Ave.	54.5	43.4	54.8	0.3	**No**

DouglasKim+Associates,LLC

CONSTRUCTION VIBRATION CALCULATIONS

DouglasKim+Associates,LLC

3022 Western Avenue Project

Construction Vibration

Receptor: Residence, 3112 Western Avenue
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Vibration Level (in/sec)	**0.148**

Receptor: Residence, 3112 Western Avenue
Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Vibration Level (in/sec)	**0.127**

Receptor: Residences, 3023 Western Avenue
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	90
Vibration Level (in/sec)	**0.025**

Receptor: Residences, 3023 Western Avenue
Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	90
Vibration Level (in/sec)	**0.021**

3022 Western Avenue Project

Receptor: Residence, 3112 Western Avenue
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Vibration Level (in/sec)	**0.005**

Receptor: Residence, 3112 Western Avenue
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Vibration Level (in/sec)	**0.058**

Receptor: Residences, 3023 Western Avenue
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	90
Vibration Level (in/sec)	**0.001**

Receptor: Residences, 3023 Western Avenue
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	90
Vibration Level (in/sec)	**0.010**

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*,
Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006

DouglasKim+Associates,LLC

3022 Western Avenue Project

Construction Vibration

Receptor: Commercial Building, 3008 Western Avenue
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	60
Vibration Level (in/sec)	**0.037**

Receptor: Commercial Building, 3008 Western Avenue
Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	60
Vibration Level (in/sec)	**0.032**

Receptor: Hobart Boulevard Residences
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	30
Vibration Level (in/sec)	**0.074**

Receptor: Hobart Boulevard Residences
Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	30
Vibration Level (in/sec)	**0.063**

3022 Western Avenue Project

Receptor: Commercial Building, 3008 Western Avenue
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	60
Vibration Level (in/sec)	**0.001**

Receptor: Commercial Building, 3008 Western Avenue
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	60
Vibration Level (in/sec)	**0.015**

Receptor: Hobart Boulevard Residences
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	30
Vibration Level (in/sec)	**0.003**

Receptor: Hobart Boulevard Residences
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	30
Vibration Level (in/sec)	**0.029**

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*,
Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006

Appendix H-1

Transportation Assessment

Overland Traffic Consultants, Inc.

TRAFFIC ASSESSMENT FOR 3022 S. WESTERN MIXED-USE PROJECT

Located at
3018 - 3110 South Western Avenue
in the South Los Angeles
Community Plan Area
of the City of Los Angeles

Nadel Architects

Prepared by:
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100
Manhattan Beach, California 90266
(310) 545-1235

November 2022
Revised 12-21-22

TRANSPORTATION ASSESSMENT
3022 S. WESTERN MIXED-USE DEVELOPMENT

Located at 3018 – 3110 South Western Avenue
in the South Los Angeles Community Plan Area
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
Manhattan Beach, California 90266
(310) 930 - 3303

November 2022

EXECUTIVE SUMMARY

Overland Traffic Consultants has prepared this assessment of the transportation impacts for a proposed removal of a vacant building and construction of a 5-story building with one subterranean parking level. The new building will include 2,500 square feet of commercial (likely a mix of retail and restaurant) and 114 residential units. The Project is located at 3018 – 3110 South Western Avenue in the South Los Angeles Community Plan area of the City of Los Angeles. The Project's location is displayed on Figure 1.

The purpose of this Transportation Assessment (TA) is to document potential transportation impacts associated with the Project using the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG), August 2022. The TAG establishes procedures and methods for review of development projects following the California Environmental Quality Act (CEQA) guidelines. LADOT has determined that a Transportation Assessment (TA) is required for the Project and has approved a Memorandum of Understanding (MOU) for the Project analysis (see MOU Appendix A).

Project Description

The Project Site is occupied by a parking lot and a vacant 5,967 square foot one story building which will be removed for the new Project. A five-story mixed use building will be constructed with 114 residential apartment units (14 of which are proposed as very low-income units) and 2,500 square feet of ground floor commercial. The commercial tenants have not yet been determined but will be a retail and restaurant. Conservatively, the traffic analysis has been conducted using the restaurant land use for the entire commercial square footage since the trip generation is higher.

Project Parking and Access

Using permissible reductions, the Project proposes sixty-two onsite parking spaces at-grade with one subterranean parking level and 94 bicycle parking spaces. Ground floor parking will be provided for the commercial component of the Project and one level of subterranean parking will be provided for the residents.

An east-west breezeway is proposed with access from Western Avenue to/from the north-south alley along the eastern boundary of the site. The breezeway will provide access to the ground floor parking and the ramp down to the subterranean garage level. Access is proposed from South Western Avenue restricted to right turns only in and out of the site and from the controlled gate access to/from the north-south alley along the eastern boundary of the Project site.

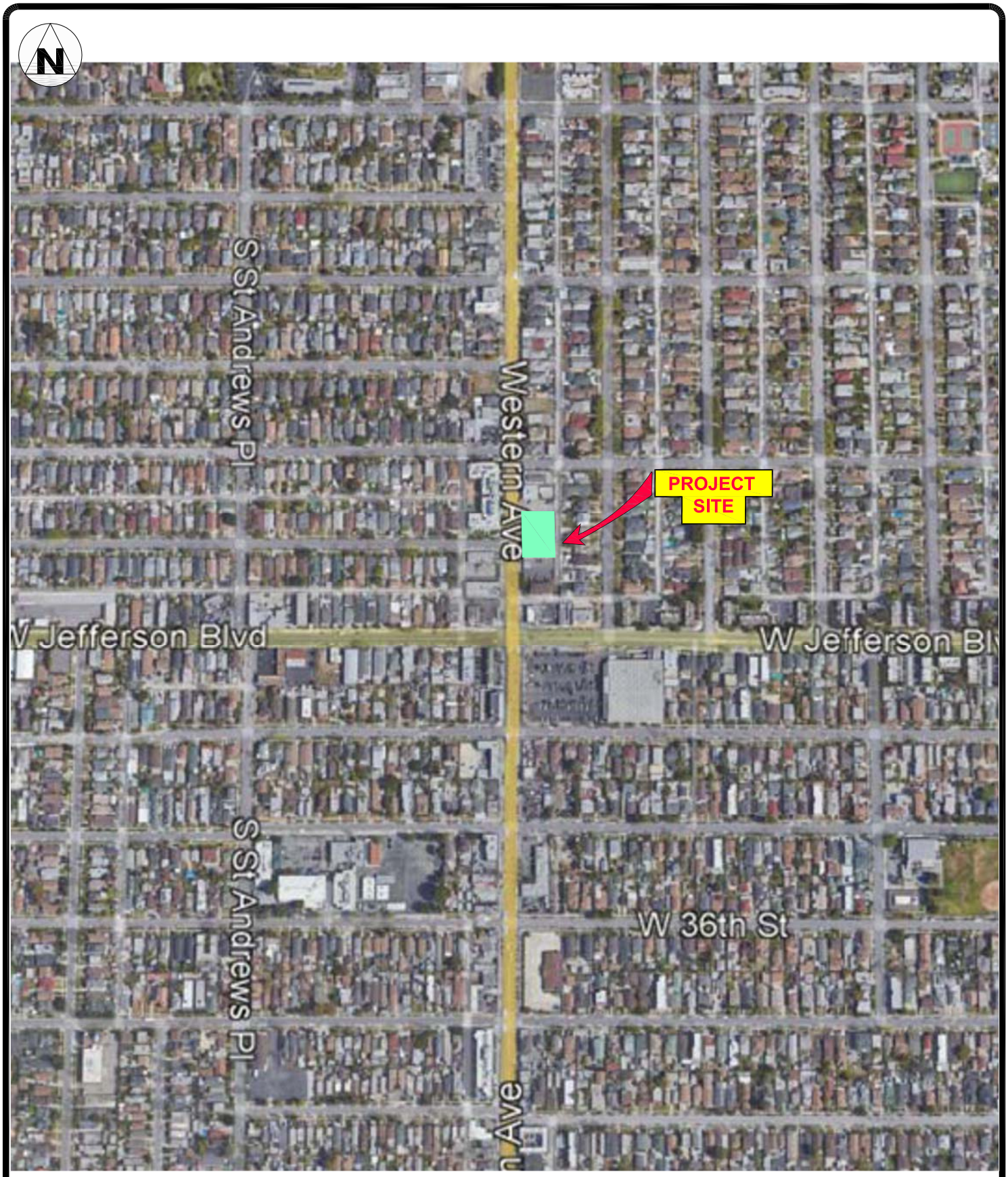


Figure 1

11/2022

PROJECT SETTING

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

Transportation Assessment CEQA and NON – CEQA Review

The CEQA guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, State of California Senate Bill 743 (SB 743) directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

On July 30, 2019, the City of Los Angeles adopted the vehicle miles traveled (VMT) metric as its criteria for determining transportation impacts under the California Environmental Quality Act (CEQA) per SB 743 and the State's CEQA Guidelines.

The August 2022 LADOT TAG establishes the criteria, instructions, and standards for the preparation of the CEQA transportation analyses for land development projects. The TAG recognizes three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The City's adopted review process also requires an additional non-CEQA traffic flow analysis for land development projects. The purpose of this review is to evaluate how projects affect vehicular access, circulation, and safety for all users of the transportation system.

Findings

Based on this assessment, the Project does not create a significant transportation VMT impact (CEQA analysis) or any significant circulation, access, and safety deficiencies (non-CEQA analysis).

A cumulative VMT impact analysis conducted through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the LADOT TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT. As discussed in detail in Chapter 2 of this report, the Project is consistent with the RTP/SCS plan.

An analysis of cumulative development projects shows that potential impacts would not preclude the City's ability to provide transportation mobility in the area. As such, the Project will not create any cumulative operational impacts, emergency access impacts, and/or hazardous geometric design features.

No potential significant CEQA traffic impacts or Non-CEQA deficiencies are anticipated with the proposed Project.

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Appendix B – Community Plan Land Use Map
Appendix C – Street Standards, Circulation & High Injury Network Map
Appendix D – Transit Routes
Appendix E – Mobility Network Maps
Appendix F – VMT Report
Appendix G – Related Project Information
Appendix H – Traffic Volume Data and Level of Service Worksheets
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CHAPTER 1 PROJECT DESCRIPTION

The Project Site is located at 3018 – 3110 South Western Avenue (Project Site) on a total lot area of approximately 28,274 square feet (approximately 0.65 acres). The Project site fronts Western Avenue, a designated Avenue II roadway to the west and a substandard north-south alley to the east. The alley is currently 14 feet in width from West 30th Street to east-west alley north of Jefferson Boulevard. Both the north-south and east-west alleys are currently closed. The Project Site is currently occupied by a parking lot and one -story building which will be removed for the Project. Figure 2 shows the Project's map location.

The Project consists of a five-story mixed-use building with 114 residential units (100 market rate and 14 very low income) and 2,500 square feet of ground floor commercial retail and restaurant.

Project Parking and Access

The Project proposes 62 parking spaces with 19 at-grade and one subterranean level (Level P1) with 43 vehicle parking spaces. A total of 94 bicycle parking spaces (84 long-term on Level P1 and 10 short-term spaces).

Currently there are 3 driveways from Western Avenue to the Project site on the west boundary of the site. There is a north-south alley along the east boundary of the Project site that extends from West 30th Street and an east-west alley north of Jefferson Boulevard. These alleys are currently gated and closed. The north-south alley is gated at West 31st Street to the north and at the east-west alley to the south. The east-west alley is closed immediately east of the existing coffee house with drive through and at Hobart Boulevard. Neither alley is currently used to access the Project site. The Project proposes one driveway from Western Avenue restricted to right turns only with a breezeway to the north-south alley. The breezeway would provide access to the ground floor parking and driveway to the subterranean level. It is proposed that north-south alley be reopened with a controlled gate for vehicular access to the Project site to provide reduced Project traffic to/from South Western Avenue. After Project dedication and improvements, the north-south alley will be expanded from the current 14-feet in

width to 17 feet along the Project frontage. City standards for an alley is 20 feet in width. The alley will remain substandard in width until the neighboring properties dedicate and improve.

Figures 3a-b illustrates the vehicular access, ground level plan and subterranean parking level.

FIGURE 2

11/2022

PROJECT LOCATION

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

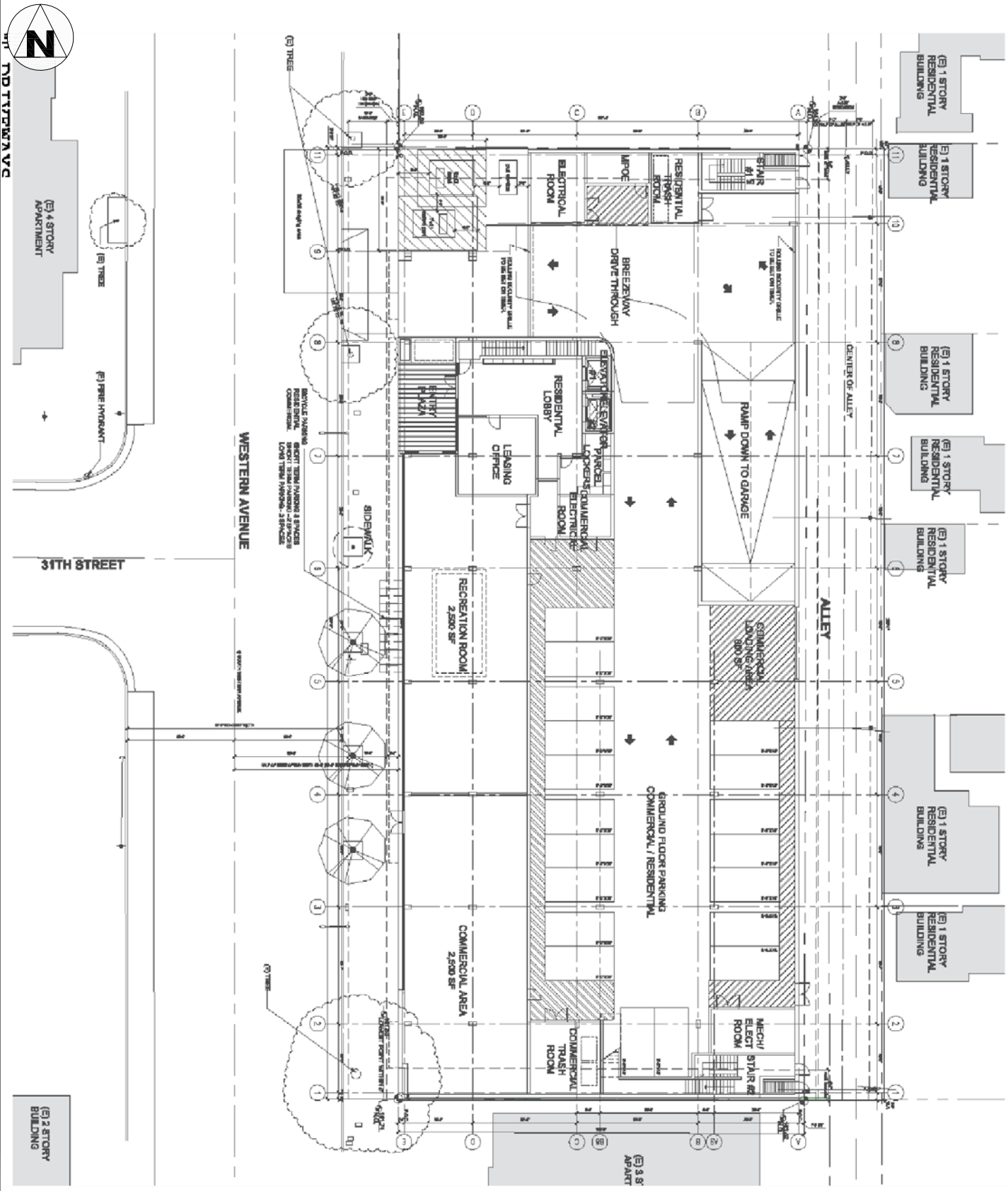


FIGURE 3a

11/2022

GROUND FLOOR SITE PLAN

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

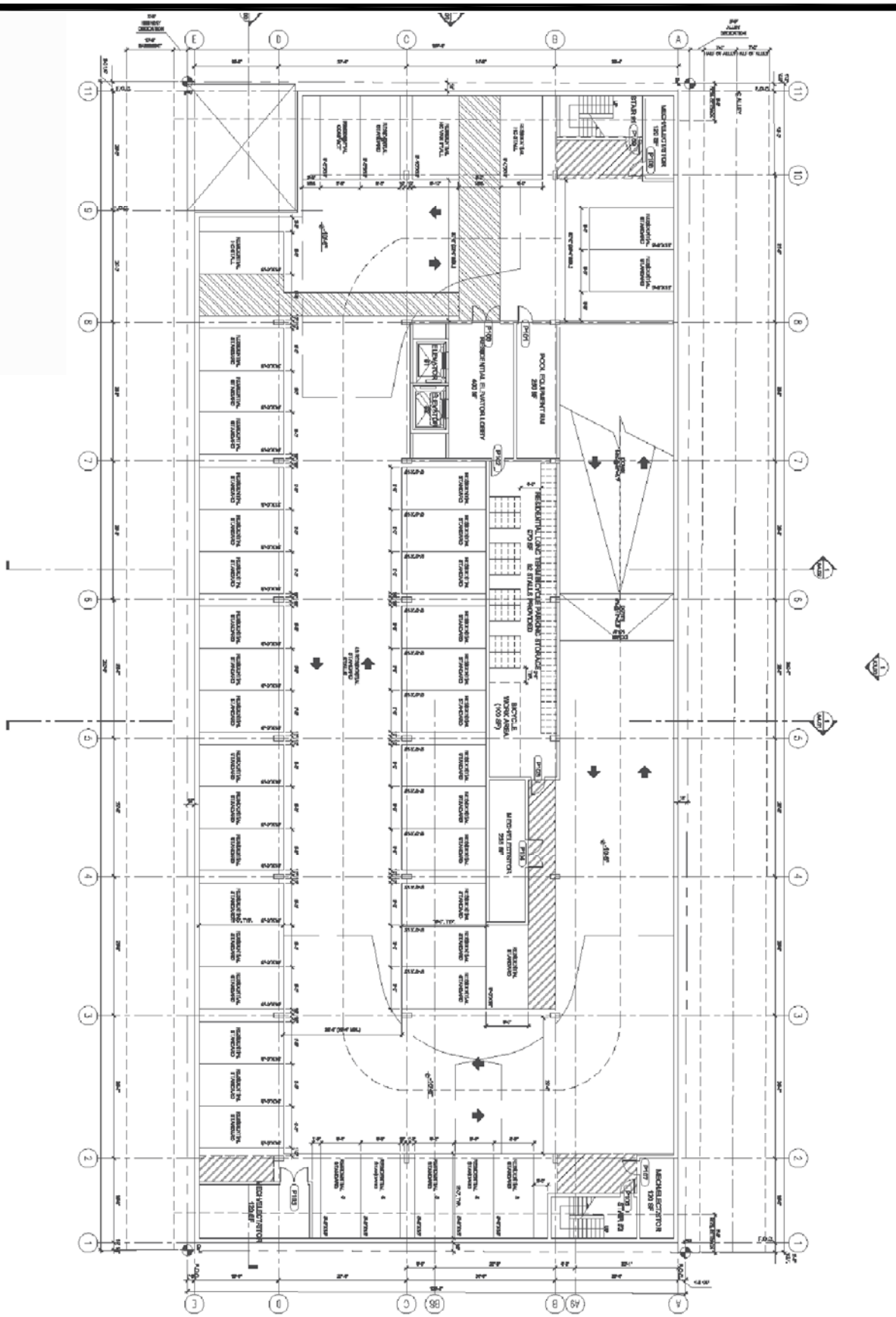


FIGURE 3b

11/2022

SUBTERRANEAN PARKING - P-1 LEVEL

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

The TAG is the City of Los Angeles document that establishes procedures and methods for conducting transportation analyses for land development projects. The TAG recognizes three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City's Mobility Plan 2035 (Transportation Element of the General Plan), the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects are evaluated for conformance with these City adopted transportation plans, programs, and policies.

The Threshold T-1 impact criteria applies if the project conflicts with a program, plan, ordinance(s), or policy addressing the transportation circulation system. Please note however, a project would not result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

Screening Criteria for Policy Analysis

If the development project requires a discretionary action, and the answer is yes to any of the following screening threshold questions, additional analysis is necessary to determine whether the proposed project would conflict with plans, programs, ordinances, or policies.

1. Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?

   Yes, the Project does require a discretionary action. The TAG provides a list of key City plans, policies, programs, and ordinances for a consistency review. This review has been completed, as shown in the following pages, and concluded that the Project does substantially conform to the purpose, intent, and provisions of the General Plan, see Table 1 and Appendix I.

2. Is the Project known to directly conflict with a transportation plan, policy or program adopted to support multi-modal transportation options or public safety?

   No, the Project would not conflict with these key City planning documents, and potential impacts would be less than significant, see Table 1, Consistency Check. The Project is near regional and local public transit services and provides bicycle parking to promote multimodal transportation options. Furthermore, the Project's vehicular and pedestrian access follows City design guidelines.

3. Is the Project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb lines, etc.)?

   Yes, pursuant to the following Mobility Element Street Standards, the Project requires highway dedication or street widening.

1. Western Avenue is designated as an Avenue II roadway in the City of Los Angeles Mobility Plan 2035 (Mobility Plan). An Avenue II roadway calls for a 56-foot roadway (28-foot half) on 86 feet of right-of-way (43-foot half). Western Avenue is currently developed to a 40-foot half right-of-way adjacent to the Project site. Three feet of dedication will be provided on the east side of Western Avenue and improved as sidewalk or parkway as required by the City to satisfy the Avenue II roadway standards.

2. According to the Mobility Plan, an alley is typically required to be dedicated and improved with 20-feet in width (10-foot half). The north-south alley along the eastern boundary of the Project site is currently dedicated and improved with 14-feet in width. The Project will dedicate and improve the west side of the alley along the Project frontage with an addition

3-feet in width to satisfy the alley standard. The east side of this alley is along the back yard of 9 residential properties with front yards along Hobart Boulevard. The alley is likely to remain substandard at 17 feet in width along the Project frontage post Project dedication and improvements until neighboring properties dedicate and improve.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review as shown below in Table 1. Projects that conform with and do not conflict with the City's development policies and standards addressing the circulation system, will be considered consistent.

Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards as required by the City of Los Angeles Bureau of Engineering Department with 3' dedication and sidewalk improvement on the Project frontage along Western Avenue and 3' dedication and improvement on the Project frontage of the north-south alley.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health, and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its proximity to high quality and high frequency transit service. The Project would include both electric charging stations and pre-wiring spaces for potential future electric vehicle charging (Ord. 186485). The Project provides pedestrian access separate from vehicular access. The Project would not conflict with policies in the Plan for Healthy LA.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in South Los Angeles Community Plan area. The Project will be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4.	Specific Plans	Yes	The Project is not located in a Specific Plan area. However, it is within the South Los Angeles Community Plan Implementation Overlay (CPIO) District. The Project will comply with the CPIO requirements.	No
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 s.f. The Project does not exceed 25,000 square feet of commercial area.	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	No waivers for street dedications or improvements are being requested. The Project will comply with the Mobility Street Standards to serve long-term mobility needs identified in the Mobility Plan 2035.	No

	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The Project will reduce the number of driveways on Western Avenue and use alley access in keeping with the Vision Zero Action Plan. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No
9.	Vision Zero Corridor Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way	No
10.	Citywide Design guidelines	Yes	Per Guideline 1-3 below.	No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide right-of-way and increase sidewalk width on Western Avenue that accommodates pedestrian flow and activity. Pedestrian access will be at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. Alley access will be used to the extent possible and vehicle driveways on Western Avenue will be reduced from 3 to 1 and alley	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects are reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects. In accordance with the TAG, the cumulative analysis must include Related Projects within 0.5 miles of the Project Site. The nearby related project locations, descriptions and estimated vehicle trips considered in this analysis is provided in Appendix G.

As stated in the TAG, page 2-3 & 2-4 Cumulative Impacts, each of the plans, ordinances and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area within one-half mile radius from the site. A cumulative impact could occur, for instance, if the Project, with other future development projects were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. Note that Related Projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies. There is a related project located at 3101 South Western Avenue on the west side of Western Avenue south of 30th Street. No significant impacts were identified with this related project.

The Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

Criteria for Transportation Projects

A Transportation Project includes the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety).

Not Applicable – This analysis for Transportation Projects is not applicable to land

development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the Transportation Project analysis is not part of the Project's CEQA review.

II. Causing Substantial Vehicle Miles Traveled (Threshold T – 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) relates to use of VMT as the methodology for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project's VMT is compared against its APC threshold goal for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located per TAG's Table 2.2-1, shown below.

Table 2.2-1: VMT Impact Criteria (15% Below APC Average)

AREA PLANNING COMMISSION	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

The Project is in the South Los Angeles APC sub – area which limits daily household VMT per capita to a threshold value of 6.0 and a daily work VMT per employee to a threshold value of 11.6 (15% below the existing VMT for the South Los Angeles APC).

The Project's household VMT per capita is 5.1 per the LADOT VMT calculator tool, which is below the VMT threshold 6.0 VMT per capita for the South Los Angeles APC. The work VMT per employee is not applicable because less than 50,000 square feet of commercial use is proposed. According to the LADOT TAG, retail uses that are under 50,000 square feet are considered local neighborhood serving.

Therefore, the Project does not create significant VMT impacts in the South Los Angeles APC. Results of the Project's VMT calculation are provided in Appendix F.

Transportation Demand Management (TDM)

The Project's design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Project's TDM program includes reduced parking and bike parking which are regulatory measure(s) and part of the Project, as described below by LADOT'S TAG:

- Parking Strategy – Reduced Parking Supply – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC) without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area. Required unadjusted LAMC parking for the Project is 147 parking spaces, the Project is providing 62 parking spaces.
- Bike Parking - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project is providing 94 bicycle parking spaces (82 long-term on Level P1 with a bicycle work area and 8 short term residential parking spaces, 2 short term commercial spaces and 2 long-term commercial spaces along the South Western Avenue frontage).

As stated in the City of Los Angeles VMT Calculator Documentation, May 2020 (Chapter

4, page 17), the effectiveness (reduction in Project VMT) of each TDM strategy/Project Design Feature included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

No significant household or work impact is identified, and no mitigation is required of the Project.

Summary:

- Household VMT per Capita Threshold is above 6.0
- Project Household VMT per Capita is 5.1,
- NO HOUSEHOLD VMT IMPACT

- Work VMT per Employee Threshold is above 11.6
- Retail is less than 50,000 square feet, neighborhood serving and not applicable,
- NO WORK VMT IMPACT

Cumulative VMT Consistency Check

Under the TAG, Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

The TAG states on page 2-11:

Projects and land use plans that are deemed to be consistent with this plan (the SCAG RTP/SCS plan) *in terms of development location, density and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Projects and land use plans that are deemed to be consistent would have a less-than-significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, for projects and land use plans that do not demonstrate a*

project impact by applying an efficiency-based impact threshold (i.e., VMT per capita, VMT per employee, or VMT per service population) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulate VMT impact. Projects and land uses that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

As shown, the Project VMT impact would not exceed the City's South Los Angeles APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area.

III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

Impacts regarding the potential increase of hazards due to a geometric design feature relate to the design of access points to and from the Project Site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

- The Project will use an existing driveway location on Western Avenue north of West 30th Street to access breezeway to the Project parking garage. Two additional driveways on South Western Avenue will be removed. As shown in the following driveway analysis, no significant vehicle queuing will occur on Western Avenue.
- The Project will use, to the extent possible, the alley access along the eastern boundary of the Project site to access the breezeway to the parking garage. This will provide relief to/from Western Avenue. The alley is currently closed at the north and south end. The Project proposes to reopen, at a minimum, the north end of the alley and provide a controlled gate for vehicular access. If only the north end of the alley is opened, a No Outlet sign would need to be installed at the north end of the alley and an informational sign at the property entry to the alley to indicate that there is no

outlet at the south end of the alley.

- The Project's access is consistent with LADOT driveway width and placement per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.

A review of the Project Site plan does not present any hazardous geometric design features that would result in additional vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle safety hazards. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).

Cumulative Access Evaluation

According to the TAG, evaluation of site access plans for related projects with access points proposed along the same blocks as the proposed project must be reviewed for potential cumulative access impacts.

The proposed Project will have vehicle access from South Western Avenue and the north-south alley parallel to Western Avenue spanning from West 30th Street to an east-west alley north of Jefferson Boulevard. One additional project was identified on the west side of Western Avenue south of West 31st Street. This related project proposes a driveway from West 31st Street and the north-south alley on the west side of the site west of Western Avenue. These access locations will not conflict with the proposed Project. No other related projects were identified along Western Avenue within the Study Area (0.5 miles radius from the Project). No cumulative impacts were identified.

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non-CEQA transportation analysis of development projects to identify deficiencies that may occur in the area due to the Project. Additional authority is found in other discretionary process (e.g., conditional use permits) where the City is required to make findings to support approval of a land use development project. LADOT retains the ability to review and impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non-CEQA assessment.

To assist in the Project's non-CEQA evaluation, the following information summaries the environmental conditions for the Project Site.

PHYSICAL SETTING

Land Uses

The Project site is in the South Los Angeles Community Plan area located approximately 3 miles southwest of downtown Los Angeles. The Community Plan area is located south of the Wilshire Community Plan area, east of the West Adams-Baldwin Hills – Leimert Community Plan, west of the Southeast Los Angeles Community Plan area, and north of the City of Inglewood and Harbor Gateway Community Plan area. The Project site is located within an enterprise zone and the South Los Angeles CPIO area. Appendix E contains the Community Plan land use map. The South Los Angeles Community Plan area includes areas for residential uses, commercial uses, industrial uses, open space and public facilities. Appendix B contains the adopted South Los Angeles Community Plan land use map and summary table.

The Project Site is bounded by Western Avenue to the west, a north-south alley to the east, a parking lot to the north and a multi-family residential structure to the south.

Transportation Facilities

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users. Appendix C provides the area roadway designations, street standards and roadway design standards.

The Project location is approximately 3,700 feet south of the Santa Monica Freeway (I-10) with on and off ramps at Western Avenue and approximately 3,000 feet north of the Expo/ Western Metro E Line Station at Exposition Boulevard and Western Avenue.

The Santa Monica Freeway (I-10) is an east-west freeway located north of the Project site. The Santa Monica Freeway is accessible from the Project area via Western Avenue with full service on and off ramps in the east and west direction. The Santa Monica Freeway extends from Santa Monica to the west and easterly beyond the California State Border. The I-10 freeway provides four lanes in each direction and carries approximately 347,000 vehicles per day (VPD) with 24,000 vehicles per hour (VPH) during peak periods at Western Avenue per dot.ca.gov Year 2017 Traffic Volumes.

The Project is approximately 2 miles away from the Harbor Freeway and Transit Way (I-110). The Harbor Freeway and Transit Way extends from San Pedro to Pasadena. The freeway is accessible from transition ramps on the I-10 Freeway. The I-110 carries 270,000 VPD with 16,800 VPH during the peak periods at Exposition Boulevard. North and southbound ramps are provided at Exposition Boulevard

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets that typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right-of-way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right-of-way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated Collector or Local streets. The standard for a Collector Street is a right - of - way width of 66 feet and a roadway width of 40 feet. The standard for a Local Street is a right-of-way width of 60 feet and a roadway width of 36 feet.

Major north - south streets providing access to the study area includes South Western Avenue and Normandie Avenue. Key east - west streets serving the study area include Jefferson Boulevard and Adams Boulevard.

Descriptions of the streets near the Project Site are presented below.

South Western Avenue is a north-south operating road designated as an Avenue II in the City of Los Angeles Mobility Plan 2035 (Mobility Plan). South Western Avenue provides the eastern boundary of the Project site. Parking is not permitted along the Project's South Western Avenue frontage but generally permitted north and south of the site. Two lanes in each direction are provided on Western Avenue in the Project's study area. Western Avenue spans from Franklin Avenue in Hollywood to San Pedro. Western Avenue has been designated as part of the city's High Injury Network System. The City of Los Angeles complete streets guide identifies Western Avenue, along the Project frontage, as part of the city's Transit Enhanced Network and Pedestrian Enhanced District.

West 30th Street - is an east-west operating road designated a Local Street in the Mobility Plan. West 30th Street is a jogged intersection at Western Avenue. One lane in each direction is provided on the east leg and the west leg of the intersection. Both legs of West 30th Street are stop-sign controlled at Western Avenue. The West 30th Street crosswalks on the east and west leg at Western Avenue is a continental (cross hatch) design to improve visibility of pedestrians to motorists. Parking is generally permitted on the north and south side of West 30th Street in the Project study area with a prohibition for no parking for street cleaning between 8AM & 10AM on Wednesday on the north side and Thursday on the south side of the street.

West 31st Street is an east-west operating road designated a Local Street in the Mobility Plan. One lane in each direction is provided in the study area. West 31st Street is discontinuous at South Western Avenue and is a stop-controlled roadway. The West 31st Street crosswalk at Western Avenue is a continental design to improve visibility of pedestrians to motorists. Daytime parking is generally permitted on the north and south side of West 31st Street in the Project study area with a prohibition for no overnight parking.

Jefferson Boulevard is an east-west operating road designated as a Modified Avenue II in the Mobility Plan. Jefferson Boulevard is located south of the Project site. Parking is generally permitted on Jefferson Boulevard in the Project study area. Two lanes in each direction are provided on Jefferson Boulevard east and west of South Western Avenue. Jefferson Boulevard has been designated as part of the city's High Injury Network System. The City of Los Angeles complete streets guide identifies Jefferson Boulevard, in the Project study area, as part of the city's Tier 2 Bicycle Lane Network and Pedestrian Enhanced District.

Adams Boulevard is an east-west operating road designated as an Avenue I roadway. Adams Boulevard is approximately 2,300 feet north of the Project. Two lanes in each direction and parking are generally provided in the Project study area.

Normandie Avenue is a north-south operating road designated as a Modified Avenue II. Normandie Avenue is approximately 2,400 feet east of the Project. Two lanes in each direction with a two-way left turn lane and parking is generally provided in the Project study area.

Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and LADOT. The Project Site is located near multiple transportation opportunities including the Expo Western Metro Rail Station, Metro Route 207, Metro Route 14/37, Metro Route 35/38 and DASH Midtown. The transit service available to the Project area is briefly described below with maps as of November 1, 2022, illustrated in

Appendix D. Schedules are updated periodically and the most recent of each routes schedule are provided.

Regional Transit Service

The E Line operates along Exposition Boulevard at Western Avenue in the Project area. The E Line operates from Downtown Los Angeles to Downtown Santa Monica. There is a station approximately 3,000 feet south of the Project Site at Exposition Boulevard and Western Avenue. The Expo/Western Metro Rail Station is also accessible via Metro route 207 which operates along Western Avenue in the Project study area. Headways (time between rail services) are approximately 10 minutes during the weekday AM and PM peak hours according to the Metro.net website schedule dated February 20, 2022.

Transit Service

Metro is implementing The NextGen Bus Plan which was approved by the Metro Board of Directors and is being implemented with a 3-phased roll-out that began in December 2020. Under the NextGen bus Plan, most Metro Bus lines will be replaced with a new type of bus line that will have more frequent service and new stop intervals.

These new replacement lines combine elements of a Rapid Bus and a Local Bus. The approved Bus Plan is a reimagined bus system that focuses on providing fast, frequent, dependable, and accessible service to meet the needs of today's riders.

Metro NextGen Local Route 207 operates along Western Avenue in the Project study area. Route 207 travels between Hawthorne, Athens, Los Angeles, Koreatown and Hollywood. Headways are 9 to 10 minutes during the weekday AM and PM peak hours according to the Metro.net website schedule dated October 23, 2022. There is a bus stop for Metro Route 207 on the southeast corner on Western Avenue at 29th Place approximately 600 feet north of the site and on the northwest and southeast corners of Western Avenue at Jefferson Boulevard approximately 275 and 400 feet south of the site.

Combined Metro NextGen Local Route 14/37 operates along Beverly Boulevard and West Adams Boulevard in the Project study area. The Route 37 portion travels along West Adams Boulevard between the Washington/Fairfax Transit Hub, West Adams, North University Park, South Central and downtown Los Angeles. Headways are 9 to 10 minutes during the weekday AM and PM peak hours according to the Metro.net website schedule dated October 12, 2022. There is a bus stop for Metro Route 37 on the northeast corner at Western Avenue on West Adams Boulevard approximately 2,250 feet north of the site.

Combined Metro NextGen Local Route 35/38 operates along Washington Boulevard and Jefferson Boulevard in the Project area. The Route 38 portion travels between Washington/Fairfax Transit Hub, West Adams, Exposition Park and downtown Los Angeles. Headways are approximately 10 minutes during the peak hours according to the Metro.net website schedule dated June 26, 2022. There is a bus stop for Route 38 on the northwest and southeast corners of Jefferson Boulevard at Western Avenue. These stops are approximately 360 feet south of the Project Site.

LADOT Midtown DASH operates along Adams Boulevard in the Project immediate study area. Midtown DASH travels between M.L.K. Boulevard at the Crenshaw Mall, Delta Senior Center, Adams & Arlington, Washington & Grammercy, Washington & West and Redondo & Packard in a non-linear route. The service provides stops at multiple destinations in the community. Headways are 7 to 10 minutes during the weekday AM and PM peak hours and 30 minutes outside the peak hours according to the ladottransit.com website schedule printed July 31, 2022. There is a bus stop for the Midtown DASH on the northeast and southeast corners on West Adams Boulevard at Western Avenue. These stops are approximately 2,250 feet north of the site.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

The Mobility Plan Element establishes a layered network of street standards that are designed by the City to emphasize mobility modes within the larger system. This

approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements.

Network layers have been created by the City of Los Angeles for the Complete Street Network that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are Vehicle Enhanced Network, Transit Enhanced Network, Bicycle Enhanced Network, Neighborhood Enhanced Network, and Pedestrian Enhanced District. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements. Definitions of these networks per the Complete Street Design Guidelines are provide below.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control. There are no adjacent or nearby VEN streets.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- Western Avenue is identified as part of the TEN.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponding to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation - The difference between Tier 2 and Tier 3 implies probability that some bike lanes are not expected to be implemented by 2035.

- Jefferson Boulevard is identified as part of the BEN – Tier 2 in the Project study area.
- West Adams Boulevard is identified as part of the BEN – Tier 2 in the Project study area.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation and provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic. The Master Plan has mapped out the existing, funded, and potential future Bicycle Paths, Lanes, and Routes. A brief definition of these bicycle facilities is provided below:

Bicycle Path – A bicycle path is a facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Jefferson Boulevard is identified as part of the city's Backbone Bikeway Network and a designated bicycle lane roadway.
- West Adams Boulevard, and Highland Avenue are identified as designated bicycle lane roadways

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

- No study area streets are identified as a bike route in the Bicycle Master Plan.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other

enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists.

- Approximately 890 feet north of the Project, West 29th Street between Arlington Avenue and South Budlong Avenue are identified as a Tier 1 NEN.
- Approximately 980 feet west of the Project site, St. Andrews Place between West 29th Place and West 36th Place, are identified as a Tier 2 NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PED segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

- South Western Avenue is a part of the PED along the Project frontage.
- West Jefferson Boulevard is a part of the PED in the Project study area.

The Complete Streets guide acknowledges that adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. Thereby helping to reduce the volume of cars on the road and emissions, increases economic vitality, and make the City feel like a more vibrant place.

LA Mobility Plan Element Network Maps are included in Appendix E.

PROJECT TRAFFIC GENERATION

As part of the non-CEQA assessment, an operational analysis of the peak hour traffic flow with the Project has been prepared. This traffic flow evaluation is based on a level of service (LOS) calculation which determines vehicle delay using current traffic volume data, traffic signal and street characteristics.

Project traffic has been estimated using traffic generation studies published by the Institute of Transportation Engineers (ITE Trip Generation, 11th Edition Handbook) and LADOT. The LADOT TAG states that residential or mixed-use developments that include affordable housing units are eligible to use the locally collected trip generation rates for the affordable units as presented in the TAG on pages 3-11. The Trip Generation rates are shown in Table 2 below. Note that the Project will likely be a mix of retail and restaurant but was evaluated using the restaurant land use since it creates a higher number of vehicle trips.

Table 2
Project Trip Generation Rates

Description	ITE Code	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Multi-Family Housing (Mid Rise)	221*	0.37	23%	77%	0.39	61%	39%
Affordable Multi-Family Housing	LADOT**	0.52	38%	62%	0.38	55%	45%
Restaurant	932	9.57	55%	45%	9.05	61%	39%

*General Urban/Sububran Rate Not Close to Rail Transit Used, Mid Rise Residential is 4 to 10 floors
**LADOT rates from Traffic Assessment Guidelines, August 2022

The ITE rates do not account for local transit usage in the area. There are multiple transit options available for residents, guests of the residents, restaurant employees, and customers. A 10% reduction in vehicle trips was used to represent the estimated transit usage.

The ITE rates do not account for on-site interaction between the land uses. Internal trips are vehicle trips where a driver visits more than one venue on the site. For

instance, a resident and/or a guest of the resident may patronize the restaurant. This trip to the restaurant does not create a new vehicle trip. A 5% internal trip reduction was used to represent this activity.

Using the traffic rates, Project traffic has been estimated at 701 daily trips (LADOT VMT Calculator Tool) with 61 morning and 60 afternoon peak hour trips, as shown on the following page in Table 3.

Table 3
Estimated Project Traffic Generation

ITE Code	Description	Size		AM Peak Hour Total	AM In	AM Out	PM Peak Hour Total	PM In	PM Out
221	Multi-Family Housing (Mid Rise)	100	units	37	9	28	39	24	15
LADOT	Affordable Multi-Family Housing	14	units	7	3	4	5	3	2
	Transit Credit	10%		(4)	(1)	(3)	(4)	(3)	(1)
	Subtotal Residential			40	11	29	40	24	16
822	Restaurant	2,500	sf	24	13	11	23	14	9
	Internal Trip Credits	5%		(1)	(1)	(0)	(1)	(1)	(0)
	Transit Credit	10%		(2)	(1)	(1)	(2)	(1)	(1)
	Subtotal Restaurant			21	11	10	20	12	8
	TOTAL PROPOSED			**61**	**22**	**39**	**60**	**36**	**24**

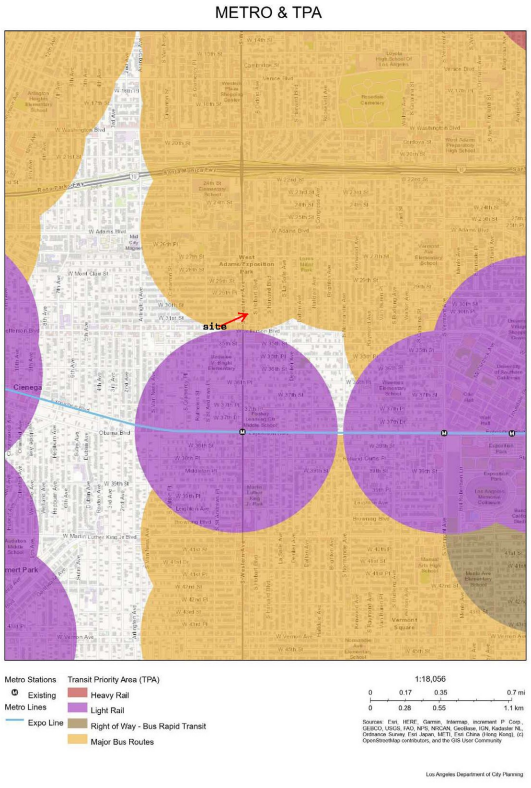
PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

The pedestrian, bicycle and transit assessments are intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Any deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

According to the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation, projects that contribute to efficient land use

patterns enabling higher levels of walking, cycling, and transit as well as lower than average trip length are considered to have good transportation practices. OPR identified projects and areas presumed to have good transportation practices include:

- Residential, office, or retail projects within a Transit Priority Area (TPA), where a project is within a ½ mile of an existing or major transit stop or an existing stop along a high - quality transit corridor which will ultimately reduce vehicle trips and encourage public transportation ridership.
- A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources 215 Code, § 21155).



The Project Site is located within a Transit Priority Area as shown on the Metro & TPA area map. There is a bus stop for Metro Route 207 on South Western Avenue on the southeast corner at 29th Place approximately 600 north of the site and on the northwest and southeast corners at Jefferson Boulevard approximately 275 and 400 feet south of the site. Route 207 has 9 to 10-minute headways. There are also bus stops for Metro Route 38 on Jefferson Boulevard at Jefferson Boulevard 275 and 400 feet south of the site with 10-minute headways and Metro Route 37 on Adams Boulevard at Western Avenue approximately 2,250 feet north of the site and 10-minute headways. The Metro E Line provides a station at Exposition Boulevard and Western Avenue approximately 3,000 feet south of the site. There is a bus stop for the Midtown

DASH on the northeast and southeast corners on West Adams Boulevard at Western Avenue. These stops are approximately 2,250 feet north of the site.

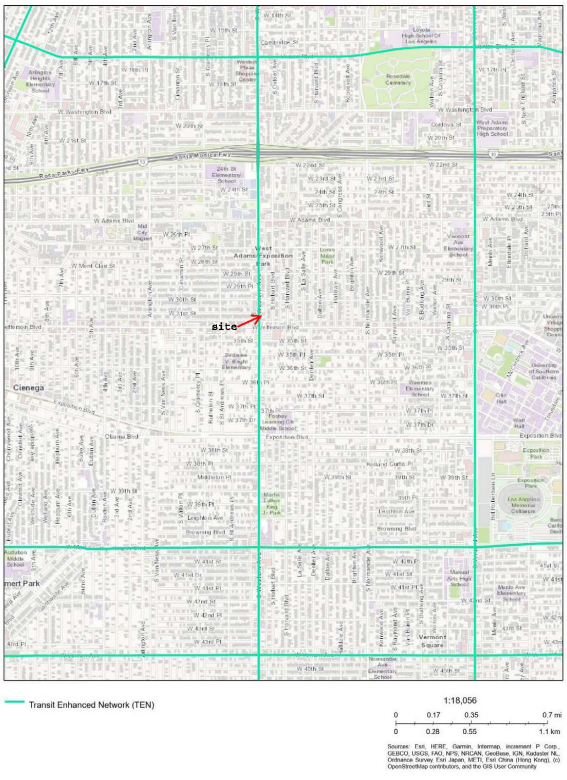
Removal or Degradation of Facilities

The Project will not remove, modify, or degrade any pedestrian, bicycle, and transit facility in the vicinity of the Project Site. In fact, any damaged or off grade sidewalk, curb and gutter along the property frontage(s) will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC).

Project Intensification of Use

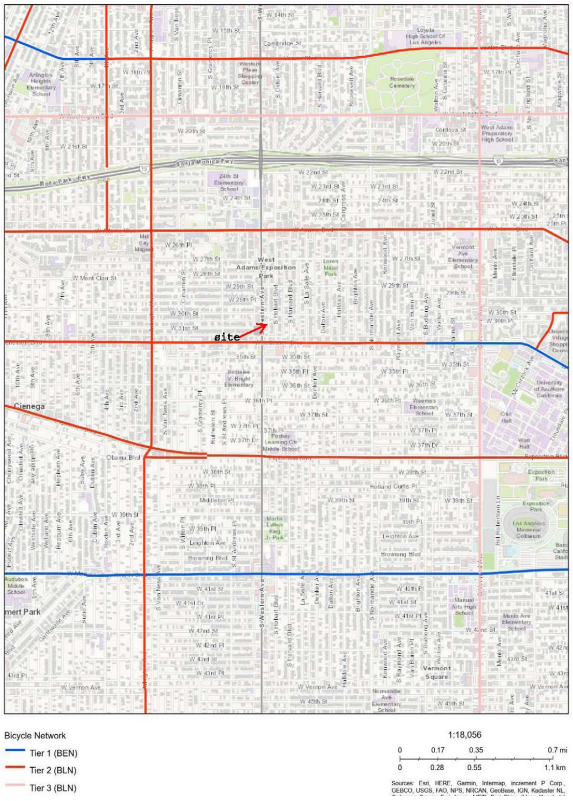
The mixed-use Project is located on or near the Transit Enhanced Network, Bicycle Enhanced Network, and Pedestrian Enhanced Network, as shown below in the Complete Street network maps, also provided in Appendix E.

TRANSIT ENHANCED AREA

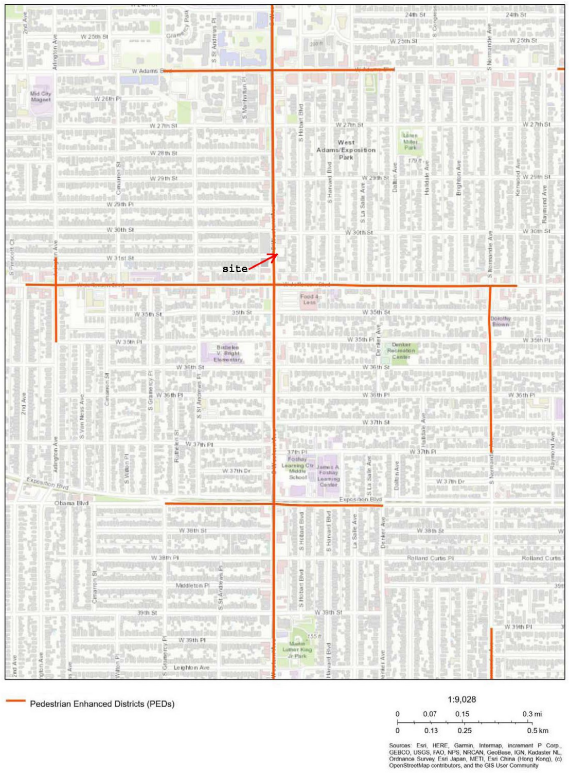


The Project's residents, residents' guests, employees, and patrons of the restaurant will have good access to public transit opportunities in the area. As stated previously, there are four Metro Lines (Route 207, Route 38, Route 37 and Metro E Line) with peak hour headways of 10-minute headways and LADOT Midtown DASH with 10-minute headways during peak hours within walking distance (275 feet to 3,000 feet) of the site.

BICYCLE NETWORK

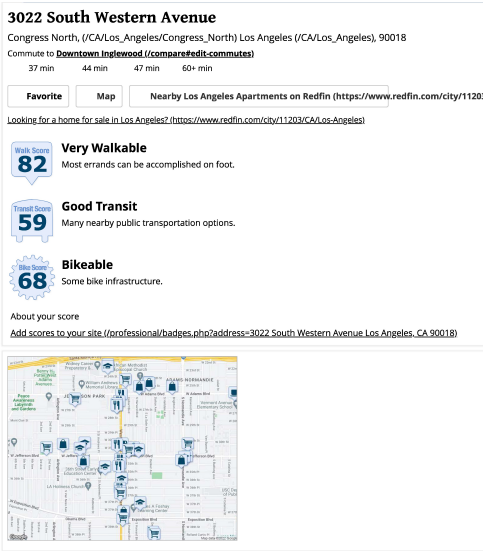


PEDESTRIAN ENHANCED NETWORK



No bike facilities are currently located along the Project South Western Avenue frontage, and none are currently proposed. However, Jefferson Boulevard, located south of the site, is identified as a potential future Tier 2 bike facility (long term project). This Project will not delay or prevent a future bike lane on Jefferson Boulevard. To encourage bicycle usage, the Project is providing 94 bicycle parking spaces (84 on-site long-term and 10 short-term spaces on its South Western Avenue frontage) and an on-site workspace for bike repairs.

Pedestrian facilities will be improved along South Western Avenue with the replacement of broken sidewalks and curb/gutter. Protected pedestrian crosswalks with continental (cross hatch) crosswalk markings and access ramps are provided on West 30th Street and West 31st Street at the intersection of Western Avenue 210 feet located northerly and adjacent, respectively. All for legs of the intersection of Western Avenue and Jefferson Boulevard are marked with continental crosswalks. The Project's street level pedestrian access to South



Western Avenue promotes street level pedestrian activity. The Complete Streets guide acknowledges that adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. The Project Site has a Walk Score of 82 out of 100 – very walkable where most errands can be accomplished on foot.

https://www.walkscore.com/score/3022-s-western-ave-los-angeles-ca-90018

Following these OPR guidelines, the Project would have good transportation practices. No additional bike or pedestrian facilities are necessary with the construction of this Project.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Project access and circulation is evaluated for safety, operational, and capacity constraints to identify circulation and access deficiencies that may require specific operational improvements. It should be noted that this analysis is not intended to be interpreted as a threshold of significance for the purposes of CEQA review and does not affect the CEQA VMT Impact analysis.

Safety Evaluation

No Project design features affect the visibility of pedestrians and bicyclists to drivers entering and exiting the Project Site or the visibility of vehicles to pedestrians and bicyclists. A short red curb marking prohibits parking along the east side of South Western Avenue immediately south of the driveway which facilitates the sight lines for exiting traffic and approaching traffic on South Western Avenue. This red

curb making will be retained. The number of driveways on Western Avenue will be reduced from a total of 3 to 1. Access to/from Project site is also proposed off the north-south alley eastern boundary of the site. If the currently closed alley is approved by the city to be opened, this access will provide reduction in the number of Project vehicles using South Western Avenue.

Pedestrian and bicycle volume crossing the existing land uses' site driveway show light levels of activity (11 to 14 pedestrians crossing during the am and pm peak hour respectively with 1 and 2 bicyclists crossing in front of driveway driving and am and pm peak hour respectively). Lastly, pedestrian and vehicular access to the Project Site is separated with a clear pedestrian and vehicular pathways for promoting a safe and comfortable environment for all.

All emergency ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, LADOT, and LAFD standards and requirements for design and construction. This would also ensure pedestrian safety.

Operational Evaluation

Operational performance may be quantified for primary site access points, unsignalized intersections integral to the project's site access, and signalized intersections in the vicinity of the project site. However, as required by Section 15064.3 of the California Code of Regulations, a project's effect on automobile delay shall not constitute a significant environmental impact under CEQA.

Per the TAG, Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on a Boulevard (as designated in the Mobility Plan 2035) at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Additional queue along through lanes and either of the following conditions are expected:
  1. The projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet (estimating 20 to 25 feet per vehicle 3.75 to 3 vehicles) on any approach with the directional approach LOS at E or F, or
  2. The projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet (estimating 20 to 25 feet per vehicle approximately 2.5 to 2 vehicles) on any approach with the directional approach LOS at E or F.
- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Spill over from drive-throughs into streets.
- Contribute to "gridlock" congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely spaced intersections and impedes the flow of traffic through upstream intersections.

The following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies that may require specific operational improvements. Existing and future traffic conditions, without and with the Project, have been analyzed at 4 intersections approved by LADOT and at the Project driveway using Level of Service (LOS) procedures. The Project's driveway assignment and traffic flow at the study intersections has been developed as shown in Figures 4 and 5. This estimated assignment of the Project's traffic and future traffic conditions provides the information necessary to analyze the Project's traffic flow.

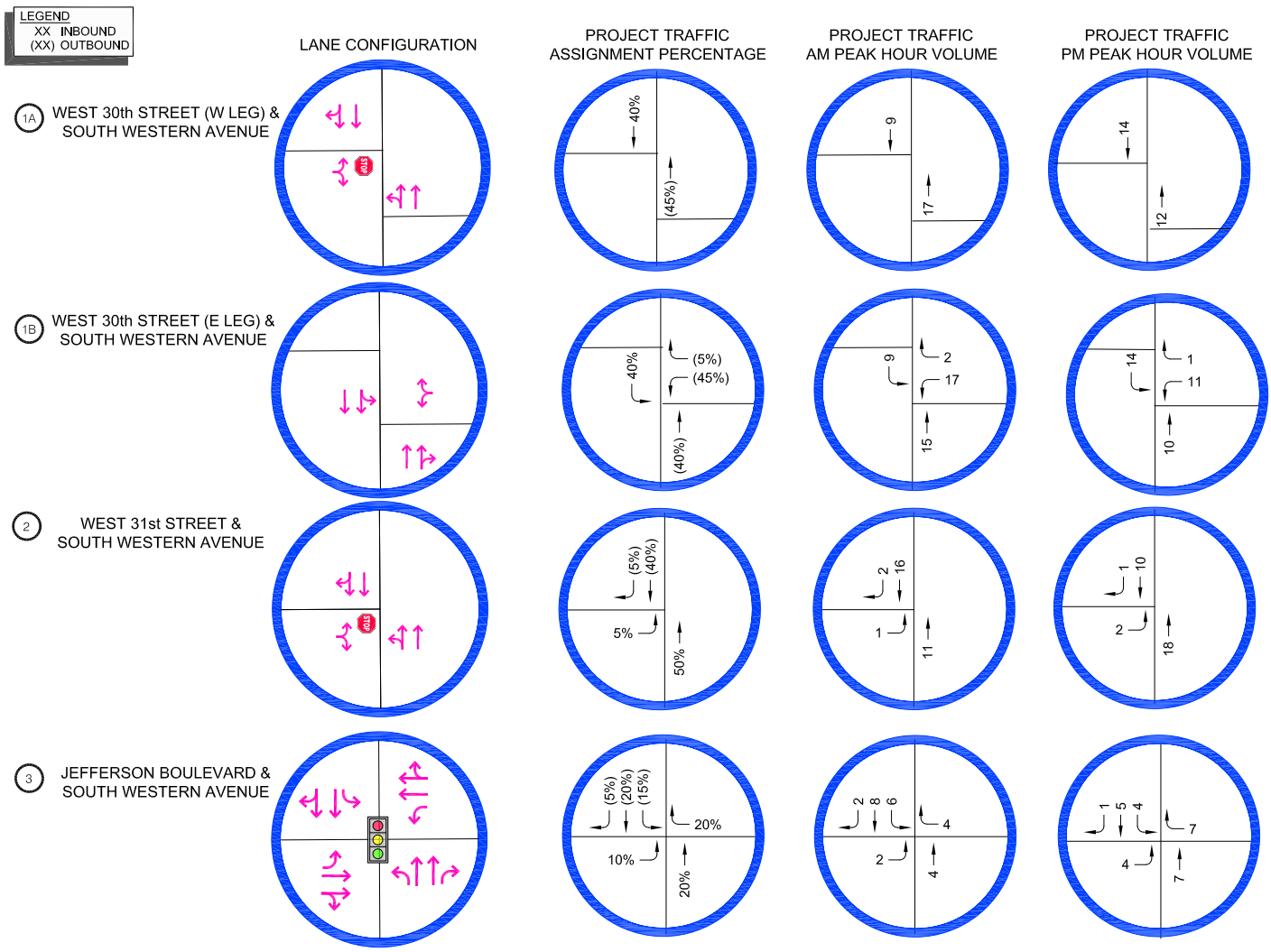
An analysis of the existing and future without and with the Project peak hour traffic has been conducted at each study intersection listed below.

1a. West 31st Street (West Leg) and South Western Avenue (stop sign controlled)

1b. West 31st Street (East Leg) and South Western Avenue (stop sign controlled)

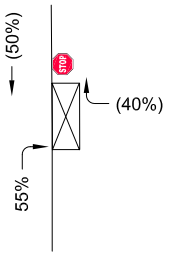
2. West 30th Street and South Western Avenue ("T" type intersection stop sign controlled)

3. Jefferson Boulevard and South Western Avenue (signal controlled)

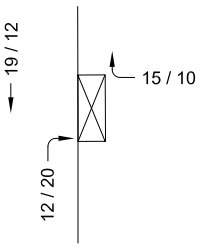


PROJECT ACCESS

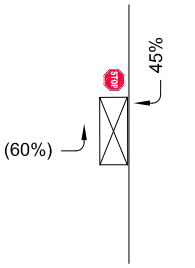
DISTRIBUTION

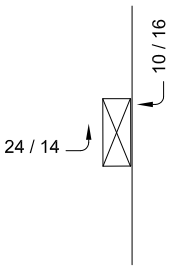


TRIPS



PROJECT BREEZEWAY & WESTERN AVENUE





PROJECT BREEZEWAY & N-S ALLEY

OVERALL PROJECT DISTRIBUTION

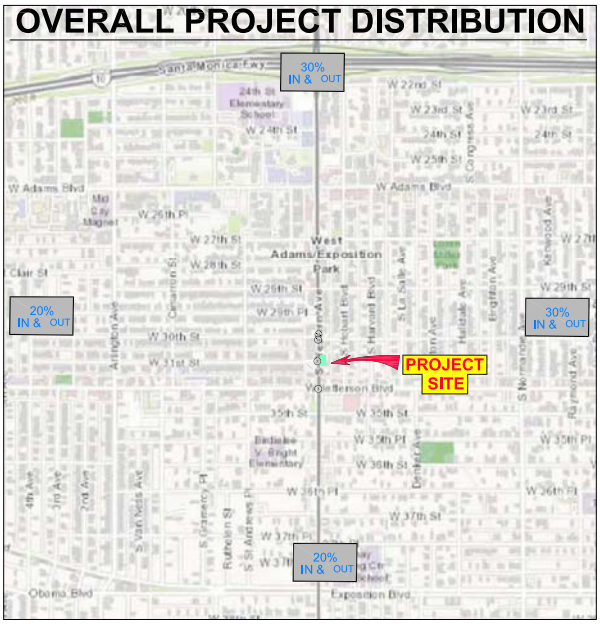


FIGURE 4

11/2022

PROJECT TRAFFIC ASSIGNMENT

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545 - 1235, OTC@overlandtraffic.com

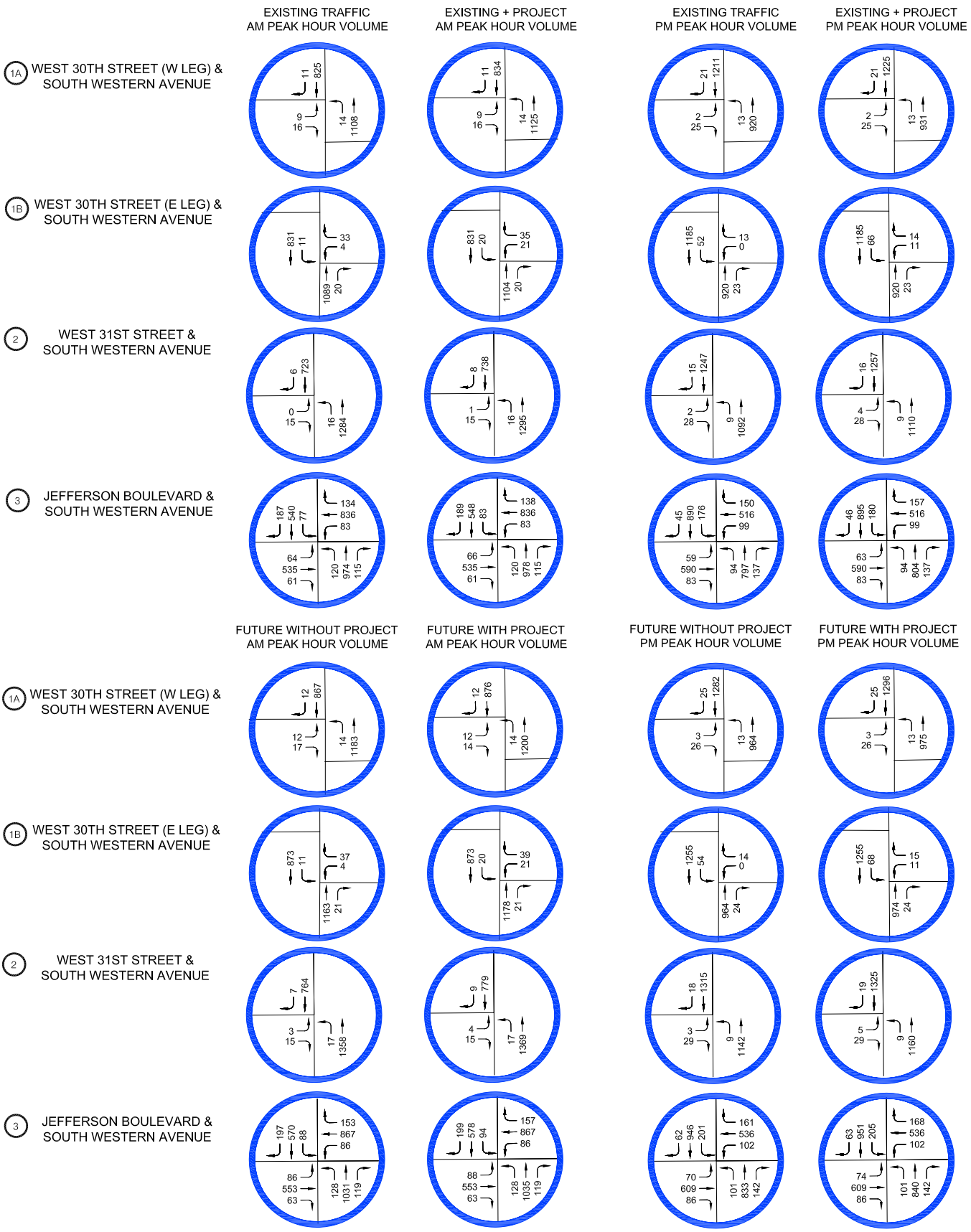


FIGURE 5

11/2022

EXISTING AND FUTURE TRAFFIC VOLUME WITHOUT AND WITH PROJECT AM AND PM PEAK HOUR

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545 - 1235, OTC@overlandtraffic.com

The evaluation is based on capacity software which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing. Once the vehicle delay value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the intersection LOS values are shown in Table 4a for traffic signals and Table 4b for stop sign controlled intersections,

Table 4a
Signalized Intersection Level of Service Definitions

LOS	HCM (delay in seconds)	Operating Conditions
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

Table 4b
Stop Sign Controlled Intersection Level of Service Definitions

LOS	DELAY (seconds)
A	Less than or equal to 10
B	Over 10 to 15
C	16 - 25
D	26 - 35
E	36 - 50
F	Greater than 50

Results of the intersection LOS analysis are shown in Table 5 below for Existing (2022) and Future (2025) traffic conditions without and with the Project's traffic volume. Future traffic volumes have been increased by 1 percent per year and include other related development project's traffic volume provided in Appendix G. The LOS for each of the moves is presented at the stop sign controlled intersections (West 31st Street (West Leg) & Western Avenue, West 31st Street (East Leg) & Western Avenue, and West 30th Street and South Western Avenue) and the intersection leg directions LOS is shown for the signalized location (Jefferson Boulevard & South Western Avenue) because LOS detail is only shown for signalized locations on the analysis worksheets.

Table 5
Traffic Conditions Without and With Project

				Existing 2022		Existing+ Project		Future (2025) Without Project		Future (2025) With Project	
No.	Intersection	Peak Hour	Dir	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1a	West 31st St (W Leg) &	AM	NBL	10.1	B	10.2	B	10.3	B	10.4	B
	S. Western Avenue		NBT	0.3	A	0.3	A	0.3	A	0.4	A
			EB	25.3	D	26.7	D	31.9	D	34.3	D
		PM	NBL	12.2	B	12.7	B	13.1	B	13.3	B
			NBT	0.4	A	0.4	A	0.5	A	0.5	A
			EB	18.9	C	20.6	C	24.3	C	24.9	C
1b	West 31st St (E Leg)	AM	WB	19.2	C	44.1	E	20.7	C	57.1	F
			SBL	11.6	B	11.9	B	12.1	B	12.4	B
			SBT	0.2	A	0.5	A	0.3	A	0.5	A
		PM	WB	12.3	B	67.1	F	12.8	B	97.6	F
			SBL	10.8	B	11.3	B	11.3	B	11.6	B
			SBT	1.3	A	2.0	A	2.0	A	2.6	A
2	West 30th Street &	AM	NBL	9.6	A	9.7	A	9.8	A	9.9	A
	S. Western Avenue		NBT	0.4	A	0.4	A	0.6	A	0.6	A
			EB	11.4	B	13.8	B	18.5	C	21.7	C
		PM	NBL	12.5	B	12.8	B	13.2	B	13.4	B
			NBT	0.3	A	0.4	A	0.4	A	0.5	A
			EB	20.1	C	27.5	D	25.8	D	34.2	D
3	Jefferson Boulevard &	AM	NB	16.5	B	18.4	B	17.5	B	17.0	B
	S. Western Avenue		SB	22.8	C	22.5	C	26.0	C	21.7	C
			EB	11.9	B	12.0	B	12.2	B	14.4	B
			WB	21.7	C	22.0	C	22.7	C	26.3	C
		PM	NB	20.6	C	20.6	C	24.4	C	26.3	C
			SB	21.5	C	21.5	C	25.6	C	27.9	C
			EB	8.8	A	8.8	A	9.4	A	8.8	A
			WB	19.8	B	19.8	B	20.6	C	19.5	B

s = seconds

As shown in Table 5, some movements are or predicted to operate at a LOD D, E or F. These movements include:

LOS D:

- Eastbound direction of West 31st Street (West Leg) at South Western Avenue during Existing, Existing+Project, Future Without Project, and Future With Project AM Peak Hour time period.
- Eastbound direction of West 30th Street at South Western Avenue during the Existing+Project Future Without Project, and Future With Project PM Peak Hour time period.

LOS E or F:

- Westbound direction of West 31st Street (East Leg) at South Western Avenue during Existing+Project, and Future With Project AM and PM Peak Hour time periods.

Queueing data for the study intersections is presented in the worksheets and queue summary Table in Appendix H. As stated previously, the LADOT TAG identifies unacceptable or extended queuing as peak hour intersection or directional approach:

- operating at LOS iD and the through lane queue increases by greater than 75 feet *(approximately 3.75 to 3 vehicles*) on any approach, or
- operating at LOS at E or F, and the through lane queue increases by greater than 50 feet *(approximately 2.5 to 2 vehicles)* on any approach.

The maximum queue (95th percentile) at the above study intersections and directions is 1.6 vehicles. All queue lengths are less than 2 vehicles and therefore less than 50 to 75 feet as identified as unacceptable extended queueing. Detailed queuing information is summarized in Appendix H and provided on the intersection Synchro worksheets provided in Appendix H.

Results of the driveway delay and queuing LOS analysis are shown in Table 6 below for Existing (2022) with the Project and Future (2025) with the Project traffic. No left turns in or out of the site will occur to/from South Western Avenue to the Project driveway. No deficient queuing will occur on Western Avenue or the north-south alley. The projected vehicle queuing exiting the driveway is estimated at 1 vehicle (95% percentile probability)

Table 6
Traffic Conditions at Project Driveway

				EXISTING + Project 2022 Dealy and Queue Length			FUTURE + Project 2025 QUEUE LENGTH		
No.	Intersection	Peak Hour	Direction	Delay (s)	LOS	Queue	Delay (s)	LOS	Queue
A	Western Avenue &	AM	WB	14.0	B	0.1	14.3	B	0.1
	Project Driveway	PM	WB	12.8	B	0.1	13.0	B	0.1
B	Alley &	AM	EB	9.9	A	0.1	9.8	A	0.1
	Project Driveway	PM	EB	9.8	A	0.1	9.8	A	0.1

WB = Westbound, EB = Eastbound
s = seconds
95th precentile Queue - vehcles
The 95th percentile indicates that 95% of the time, the usage is below this amount with the remaining 5% of the time, the usage is above.

Queueing data for the study intersections is presented in the worksheets and summary Table in Appendix H. The Project does not create any unacceptable operational deficiencies in the study area.

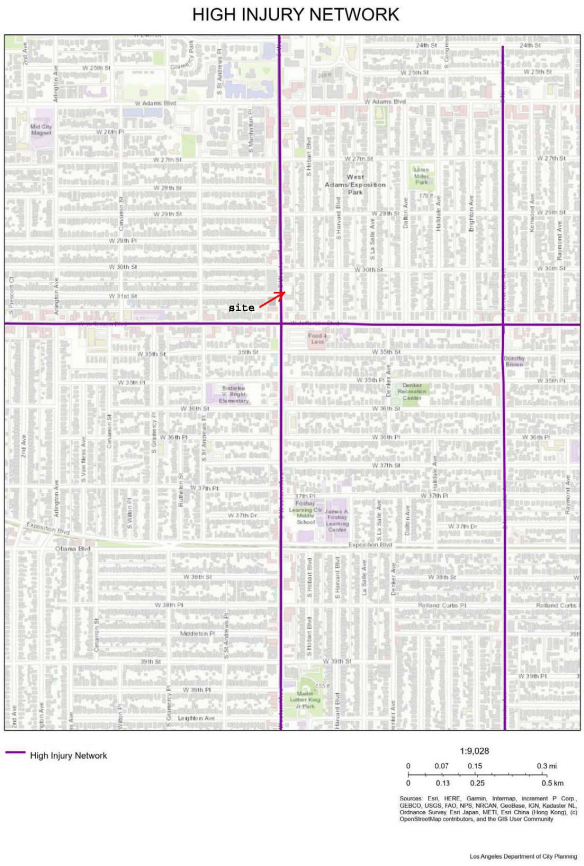
The proposed project does not create spill over from turn pockets into through lanes, block cross streets or alleys, spill over from drive-throughs into streets or contribute to gridlock congestion. The Project does not create any operational deficiencies in the study area.

Passenger Loading Evaluation

All required parking is located on–site in a parking garage at the ground floor and one subterranean level. There is a dedicated 600 square foot commercial loading zone within the parking garage area on the ground floor level. Access to/from the loading zone will be provided from Western Avenue due to the narrow nature of the north-south alley.

High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles safer.



As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic-related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists

South Western Avenue is part of the HIN shown to the left and in Appendix C. Continental crosswalks have been instated in the area on West 30th Street at Western Avenue, on West 31st Street at Western and on all 4 legs of the signalized intersection of Jefferson Boulevard and Western Avenue. The Project would not preclude or conflict with the implementation of this or any future Vision Zero projects in the public right-of-way.

Freeway Safety Analysis

On May 1, 2020, LADOT issued an Interim Guidance for Freeway Safety Analysis memorandum. The purpose of this memorandum is to provide interim guidance on the preparation of freeway safety analysis for land use proposals that are required by LADOT to prepare Transportation Assessments. The following evaluation is consistent with the LADOT guidance.

Caltrans District 7 requested that environmental analyses for new land use development projects include freeway off-ramp safety considerations. Specifically, it was requested that a development project study the effects on vehicle queuing on freeway off-ramps

In response, LADOT has developed the following criteria for a project freeway safety analysis to be included in Transportation Assessments for land development projects.

The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. If the Project adds twenty-five or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than twenty-five or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

As shown on page 42 in Table 7, Project freeway traffic is not expected to exceed 25 peak hour trips in any one direction during either the morning or afternoon peak hour. The Project freeway traffic flow is estimated at most 15% with expected off ramp volumes of no more than 5 or peak hour trips at the Santa Monica and Harbor Freeway Off Ramps.

As shown in Table 7 on the following page, the Project traffic assignment graphic shows the Project will not add 25 peak hour trips to any freeway off ramp during any peak hour. Therefore, no further freeway safety analysis is necessary for the Project using this guidance criteria.

Table 7
Off Ramp Freeway Volumes

#	Location	Peak Hour	Project Trips In	# of Trips	Over 25 Peak Hour Trips?
a	Santa Monica Freeway (I-10) &	AM	15%	4	NO
	EB Off Ramp at Western Avenue	PM	15%	5	NO
b	Santa Monica Freeway (I-10) &	AM	15%	4	NO
	WB Off Ramp at Western Avenue	PM	15%	5	NO
c	Harbor Freeway (I-110) &	AM	15%	4	NO
	NB Off Ramp at S. Hope Street	PM	15%	5	NO
d	Harbor Freeway (I-110) &	AM	15%	4	NO
	SB Off Ramp at Exposition Boulevard	PM	15%	5	NO

Construction Overview

Project construction is evaluated to determine if activities substantially interfere with pedestrian, bicycle, transit, or vehicle mobility. Factors to be considered are the location of the Project Site, the functional classification of the adjacent street affected, temporary loss of bus stops or rerouting of transit lines, and the loss of vehicle, bicycle, or pedestrian access.

The Project's potential construction impacts may involve temporary construction activities within the South Western Avenue roadway that could cause a temporary loss of on-street parking and intermittent lane closures. However, most of the construction activity would occur onsite.

LADOT's TAG considers three areas to be considered when evaluating project construction activities.

Temporary Transportation Constraints

As part of the Project's construction, the City of Los Angeles may require a Construction Traffic Management Plan (Plan) to be implemented during the construction phase to minimize potential conflicts with vehicles, pedestrians, bicycle, and transit facilities associated with the Project's construction. The Plan should include a construction schedule, the location of any

traffic lane or sidewalk closures, any traffic detours, haul routes, hours of operation, access plans to abutting properties, and contact information.

Construction workers are typically expected to arrive at the Project Site before 7:00 AM and depart before or after the weekday peak hours of 4:00 to 6:00 PM. Construction worker vehicles that cannot be accommodated on site will be provided off - street parking and encouraged to use public transit services and/or shuttle service to the site, if needed. Deliveries of construction materials will be coordinated to non-peak travel periods, to the extent possible and occur on-site or from the adjacent parking lanes.

For off-site activities, Worksite Traffic Control Plans would be prepared for any temporary traffic lane or sidewalk closures in accordance with City guidelines. These worksite plans will require a formal review and approval by the City prior to the issuance of any construction permits. In addition, the City of Los Angeles will require a Truck Haul Route plan including permitted hauling hours and a haul route to and from the landfill.

No detours around the construction site are expected; however, flaggers would be used to control traffic movement during the ingress and egress of construction trucks if needed.

Since Project construction would not substantially interfere with pedestrian, bicycle or vehicle mobility, the construction impacts would be less than significant.

1. Temporary Loss of Access

Vehicular and pedestrian access to the adjacent properties will be maintained. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by City-approved Work Area Traffic Control Plans.

Since Project construction would not result in complete loss of vehicular or pedestrian access, the construction impacts on loss of access would be less than significant.

2. Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops are located within the immediate work zone adjacent to the Project Site that would need to be temporarily relocated. There will be no loss of pedestrian access to transit

stops and no rerouting of bus lines are necessary.

Since Project construction would not require relocation of bus stops or bus lines, the construction impacts on transit operations would be less than significant.

Residential Cut-Through Analysis

A neighborhood street impact analysis method is included in the LADOT TAG. The objective of the residential street impact analysis is to determine potential increases in average daily traffic associated with cut-through traffic that can result from a commercial project (or commercial component of a mixed-use project) and impact residential streets. Cut-through trips are defined by the TAG as those which feature travel along a street classified as a Local Street in the City's General Plan, with residential land-use frontage, as an alternative to a higher classification street segment (e.g., Collector, Avenue, or Boulevard as designated in the City's General Plan) to access a destination that is not within the neighborhood within which the Local Street is located.

The following analysis presents the potential traffic impact from the Project on the local streets of West 30th Street west of Hobart Boulevard and Hobart Boulevard south of West 30th Street. The objective of this analysis is to determine the potential for cut-through traffic impacts created by the commercial component of a project. Cut-through trips are vehicles that bypass a congested arterial or intersection by opting to travel along a residential street. Traffic that is using the street to access an adjacent parcel are not cut through trips. Pursuant to the LADOT TAG, all of the following conditions must be present for a street to be selected for the neighborhood impact analysis.

1. Would the project generate a net increase of 250 or more daily vehicle trips?

   Yes, as identified previously.

2. Does the project include a discretionary action that would be under review by the Department of City Planning?

Yes, as identified previously.

3. Is the project located along a currently congested Boulevard or Avenue and adds trips that may lead to trip diversion to parallel routes along residential local streets. Congestion level can be determined on the estimated peak hour LOS under project conditions of the study intersections. LOS E and F represent congested conditions.

   The intersection of Western Avenue and Jefferson Boulevard are identified as operating at LOS C in the northbound and southbound directions during both the AM and PM Peak Hours.

4. The project is projected to add a substantial amount of traffic to the congested Boulevard, Avenue, or Collector Street that could potentially cause a shift to alternative routes.

   The proposed Project is estimated to create 255 commercial daily trips.

5. The local residential street provides motorists with a viable alternative route.

   The intersection of Hobart Boulevard and Jefferson Boulevard is controlled by a stop sign on Hobart Boulevard. The intersection of West 31st Street and South Western Avenue is stop sign controlled for West 31st Street. If the goal is to make a southbound right or left from South Western Avenue to Jefferson Boulevard delays may be evident on approach. A left turn from South Western Avenue to West 31st Street, then right on Hobart Boulevard to Jefferson Boulevard right or left may appear to be a via alternative.

A street segment analysis has been conducted at locations potentially impacted by the proposed Project. The segment analysis was conducted for the street segments of West 30th Street west of Hobart Boulevard and Hobart Boulevard south of West 30th Street.

Existing + Project and Future Project conditions along the street segments were evaluated similar to the intersection analysis. Future without Project traffic conditions were evaluated with 1% per year ambient growth added to the existing traffic volumes. Project traffic was

added to the existing volumes for Existing + Project, and added to the Future without Project traffic conditions for the Future With Project traffic conditions consistent with LADOT TAG. A comparison of the percent increase in traffic between the Existing and Existing + Project, and between the Future without Project and Future With Project conditions was conducted. LADOT identifies a residential street as excessively burdened based on an increase in the project average daily traffic as shown in Table 8.

Table 8
Roadway Segment Deficient Conditions
Future Average Daily Traffic (ADT)

Volume	Project-Related Increase in ADT
1 to 999	120 trips or more
1,000 to 1,999 VPD	12% or more of final ADT
2,000 to 2,999 VPD	10% or more of final ADT
3,000 or more VPD	8% or more of final ADT

VPD – Vehicles Per Day

Traffic Volumes for Existing, Existing + Project, Future without Project, and Future With Project conditions are presented Table 9. According to LADOT Traffic Study Guidelines, only commercial traffic is evaluated in a residential street segment analysis. This Project has restaurant commercial trips. A total of 255 daily commercial restaurant trips are evaluated in the neighborhood analysis with the proposed Project. As demonstrated in Table 9, the Project will not exceed the significant impact criteria along the street segments.

Traffic counts for the segment analysis were conducted on Thursday October 20, 2022 and are presented in Appendix H.

Table 9
Street Segment Analysis

A. Location: West 30th Street west of Hobart Boulevard

	Existing	Existing+Proj Comm'l				
	2022	Traffic Volumes			% impact	Deficient?
	Total	%	Project	Total		
Volumes:	VPD	Project	Volume	VPD		
Eastbound	591	10% out	13	604		
Westbound	391	5% in	6	397		
Total	982		19	1,001	1.9%	No

B. Location: Hobart Boulevard south of West 30th Street

	Existing	Existing+Proj Comm'l*				
	2022	Traffic Volumes			% impact	Deficient?
	Total	%	Project	Total		
Volumes:	VPD	Project	Volume	VPD		
Northbound	483	5% in	6	489		
Southbound	644	10% out	13	657		
Total	1,127		19	1,146	1.7%	No

Table 9 continued
Street Segment Analysis

A. Location: West 30th Street west of Hobart Boulevard

	Future Without 2025 VPD		Future With Proj Comm'l 2025 VPD			% impact	Deficient?
Volumes:	Ambient	Total VPD	% Project	Project Volume	Total VPD		
Eastbound	20	611	10% out	13	623		
Westbound	13	404	5% in	6	410		
Total	32	1,014		19	1,034	1.9%	NO

B. Location: Hobart Boulevard south of West 30th Street

	Future Without 2025		Future With Project 2025			% impact	Deficient?
Volumes:	Ambient	Total VPD	% Project	Project volume	Total VPD		
Northbound	16	499	5% in	6	505		
Southbound	21	665	10% out	13	678		
Total	37	1,164		19	1,183	1.6%	NO

Volumes expressed in Vehicles per Day (VPD)

* Proj Comm'l = Project Restaurant trips

No deficient street segment traffic conditions have been identified with construction of the proposed Project.

APPENDIX A

Memorandum of Understanding (MOU)

LADOT

Attachment C

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 3022 S WESTERN

Project Address: 3018 - 3110 S Western Avenue

Project Description: Remove vacant building & construct 5-story building w/ 2,500 sf restaurant, 100 market rate & 14 affordable multi-family residential units with 1 level subterranean garage

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☐ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

X	Reduced Parking Supply[2]	X	Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 _____ 3 _____

2 _____ 4 _____

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE ~~10~~ 11th Edition / Other LADOT TAG

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Existing Active or Previous Land Use	☐	☒
Internal Trip	☒	☐
Pass-By Trip	☐	☒
Transportation Demand Management (See above)	☒	☐

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☐ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	24	41	65
PM Trips	35	24	60

NET Daily Vehicle Trips (DVT)
692 DVT (ITE __ ed.)
701 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2025 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☐ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 Western Avenue & West 30th Street
2 Western Avenue & West 31st Street
3 Western Avenue & Jefferson Bl

a. Segment - West 30th St e/o N-S Alley
b. Segment - Hobart St s/o W. 30th St
A. Access - Project Driveway & Western Av
B. Access - Project Driveway & N-S Alley

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? ☐ Yes ☐ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☐ Yes ☒ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No Western Avenue appx. 250'
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., the Transportation Assessment must assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines. C.1 attached

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
*Project trip distribution percentages at each study intersection	☒	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☒	☐	☐
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☒	☐	☐
Delivery loading zone or area	☒	☐	☐
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☒	☐	☐

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ YES ☒ NO
Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Liz Fleming - Overland Traffic Consultants	3022 S. Western (LA) Owner, LP
Address:	952 Manhattan Bch Bl, #100, M.B.	4700 Wilshire Blvd.
Phone Number:	310 545-1235	Los Angeles, CA 90010
E-Mail:	liz@overlandtraffic.com	

Approved by:	x	Consultant's Representative		9-29-22 Date	x	LADOT Representative		10/4/22 **Date
Adjacent Municipality:				Approved by: (if applicable)		Representative		Date

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

Attachment C.1: Access Assessment Worksheet

LADOT

Access Assessment Worksheet

This Worksheet supports the analysis needed to assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. If the project exceeds the screening criteria in Section V of the MOU, complete and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.:

I. PROJECT INFORMATION

Project Name: 3022 S WESTERN

Project Address: 3018 - 3110 S Western Avenue

Project Description: Remove vacant building & construct 5-story building w/ 2,500 sf restaurant, 100 market rate & 14 affordable multi-family residential units with 1 level subterranean garage

LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ☒ ITE 10th Edition ☐ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	Mid-Rise Residential	114 units	137
	Restaurant	2,500 sf	11
	Total new trips:		148

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? ☐ Yes ☐ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s) ✓ Marked on site plan
- Existing or proposed passenger loading zones ✓ Marked on site plan
- pedestrian generation/distribution values
  - Geographic Distribution: N 20 % S 40 % E 20 % W 20 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops) ✓

- Key pedestrian destinations with hours of operation:
  - schools (school times)
  - government offices with a public counter or meeting room
  - senior citizen centers
  - recreation centers or playgrounds
  - public libraries
  - medical centers or clinics
  - child care facilities
  - post offices
  - places of worship
  - grocery stores
  - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? □ Yes □ No

If yes, list streets and include distance from the project:

S. Western Avenue at 0 (feet)

Jefferson Boulevard at 230 (feet)

_____ at _____(feet)

_____ at _____(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities: ✓

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

☒ Yes ☐ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

230 (feet) at Western & Jefferson Bl (signal) 940 (feet) at W 29th St & Hobart Bl (SSA)

980 (feet) at Western & W 29th St (signal) 980 (feet) at W 31st St & St Andrews Pl (SSA)

1020 (feet) at Jefferson & St Andrews Pl (signal) 1080 (feet) at W 35th St & St Andrews (SSA)

1280 (feet) at Jefferson & Denker Av (signal) _____ (feet) at _____

1050 (feet) at W 30th St & La Salle Av (SSA) _____ (feet) at _____

360 (feet) at W 30th St & Hobard Bl (SSA) _____ (feet) at _____

For each street along the property frontage, provide:

the roadway configuration:

- **2-Lane**
- **3-Lane w/ striped median**
- **3-Lane w/ raised median**
- **4-Lane** -Western Avenue
- **5-Lane w/ striped median**
- **5-Lane w/ raised median**
- **6-Lane**
- **Other:**_____

and crossing distance: 56' **ft total** n/a **ft to median** n/a **ft to median** across Western Av

V. Project Construction

Will the project require any construction activity within the city right-of-way? ☒ Yes ☐ No

If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk Potentially
- bike lane No
- parking lane Potentially
- travel lane No
- bus stop No
- bicycle parking (racks or corrals) No
- bike share or other micro-mobility station No
- car share station No
- parklet No
- other: not applicable

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

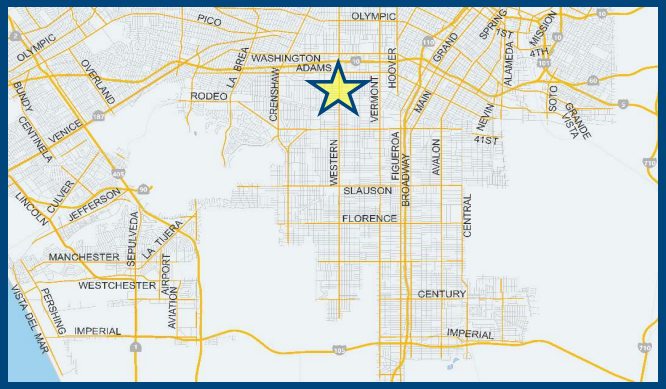
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address: 3022 S WESTERN AVE, 90018



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	2.5	ksf
Housing | Multi-Family	100	DU
Housing | Affordable Housing - Family	14	DU
Retail | High-Turnover Sit-Down Restaurant	2.5	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	701 Daily Vehicle Trips
0 Daily VMT	4,495 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	701 Net Daily Trips
The net increase in daily VMT ≤ 0	4,495 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.500 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

9/21/2022

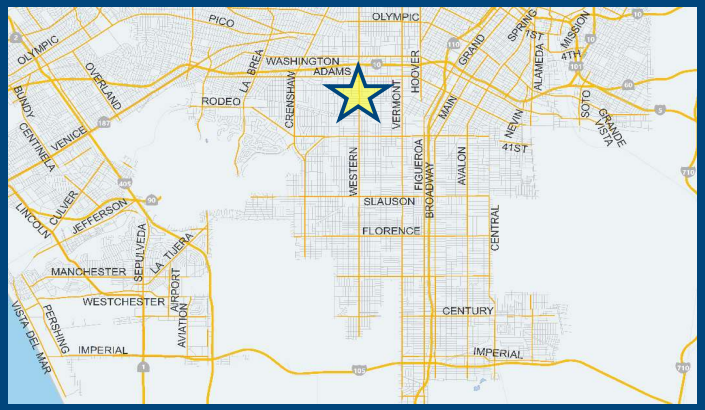
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project:

Scenario:

Address: 3022 S WESTERN AVE, 90018



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	100	DU
Housing | Affordable Housing - Family	14	DU
Retail | High-Turnover Sit-Down Restaurant	2.5	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
147 city code parking provision for the project site
62 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
percent of employees eligible

Price Workplace Parking
6.00 daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation
percent of employees subject to priced parking

Residential Area Parking Permits
200 cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
609 Daily Vehicle Trips	**609** Daily Vehicle Trips
3,909 Daily VMT	**3,909** Daily VMT
5.1 Household VMT per Capita	**5.1** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

9/21/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 21, 2022
Project Name:
Project Scenario:
Project Address: 3022 S WESTERN AVE, 90018

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	100	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	14	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	2.500	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 21, 2022
Project Name:
Project Scenario:
Project Address: 3022 S WESTERN AVE, 90018

Version 1.3

Analysis Results			
Total Employees: 10 Total Population: 269			
Proposed Project		***With Mitigation***	
609	**Daily Vehicle Trips**	**609**	**Daily Vehicle Trips**
3,909	**Daily VMT**	**3,909**	**Daily VMT**
5.1	**Household VMT per Capita**	**5.1**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 11.6	No N/A	Household > 6.0 Work > 11.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	147	147
		Actual parking provision (spaces)	62	62
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 21, 2022
Project Name:
Project Scenario:
Project Address: 3022 S WESTERN AVE, 90018

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE	*urban*	*75%*
TYPE	compact infill	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 21, 2022
Project Name:
Project Scenario:
Project Address: 3022 S WESTERN AVE, 90018

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	101	-22.8%	78	7.8	788	608
Home Based Other Production	281	-32.7%	189	5.1	1,433	964
Non-Home Based Other Production	177	-2.3%	173	6.6	1,168	1,142
Home-Based Work Attraction	15	-40.0%	9	10.8	162	97
Home-Based Other Attraction	240	-26.7%	176	6.2	1,488	1,091
Non-Home Based Other Attraction	78	-2.6%	76	7.8	608	593

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	68	529	-13.0%	68	529
Home Based Other Production	-13.0%	164	838	-13.0%	164	838
Non-Home Based Other Production	-13.0%	150	993	-13.0%	150	993
Home-Based Work Attraction	-13.0%	8	84	-13.0%	8	84
Home-Based Other Attraction	-13.0%	153	949	-13.0%	153	949
Non-Home Based Other Attraction	-13.0%	66	516	-13.0%	66	516

MXD VMT Methodology Per Capita & Per Employee

Total Population: 269
Total Employees: 10
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,367**	**1,367**
Total Home Based Work Attraction VMT	**84**	**84**
Total Home Based VMT Per Capita	**5.1**	**5.1**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	LIZ FLEMING
Title:	V.P.
Company:	OVERLAND TRAFFIC CONSULTANTS
Address:	952 MANHATTAN BCH BL #100
Phone:	310 545-1235
Email Address:	LIZ@OVERLANDTRAFFIC.COM
Date:	9-21-22

Trip Generation Rates - 11th Edition

Description	ITE Code	Daily Traffic	AM Peak Hour Total	AM In	AM Out	PM Peak Hour Total	PM In	PM Out
Multi-Family Housing (Mid Rise)	221*	4.54	0.37	23%	77%	0.39	61%	39%
Affordable Multi-Family Housing	LADOT**	4.16	0.52	38%	62%	0.38	55%	45%
Restaurant	932	107.2	9.57	55%	45%	9.05	61%	39%

*General Urban/Sububran Rate Not Close to Rail Transit Used, Mid Rise Residential is 4 to 10 floors

**LADOT rates from Traffic Assessment Guidelines, August 2022

Project Trips

ITE Code	Description	Size	Daily Traffic	AM Peak Hour Total	AM In	AM Out	PM Peak Hour Total	PM In	PM Out
221	Multi-Family Housing (Mid Rise)	100 units	454	37	9	28	39	24	15
LADOT	Affordable Multi-Family Housing	14 units	58	7	3	4	5	3	2
	Transit Credit	10%	(51)	(4)	(1)	(3)	(4)	(3)	(1)
	Subtotal Residential		461	40	11	29	40	24	16
822	Restaurant	2,500 sf	268	24	13	11	23	14	9
	Internal Trip Credits	5%	(13)	(1)	(1)	(0)	(1)	(1)	(0)
	Transit Credit	10%	(25)	(2)	(1)	(1)	(2)	(1)	(1)
	Subtotal Restaurant		230	21	11	10	20	12	8
	TOTAL PROPOSED		**691**	**61**	**22**	**39**	**60**	**36**	**24**

Expo/Western station appx 3,000' south of Site

Metro Route 37 & 207 stop at NE corner on Adams Bl at Western Avenue appx. 2,250' north of site

Midtown DASH stop on NE & SE corner on Western Avenue at Adams Bl appx. 2,250' north of site

Metro Route 207 stop at NW & SE corner on Western at Jefferson appx. 275" & 400' south of Site

Metro Route 207 stop at SE corner on Western at 29th Place appx. 600' north of Site

Metro Route 38 stop at NW & SE corner on Jefferson at Western appx. 275' & 400' south of Site

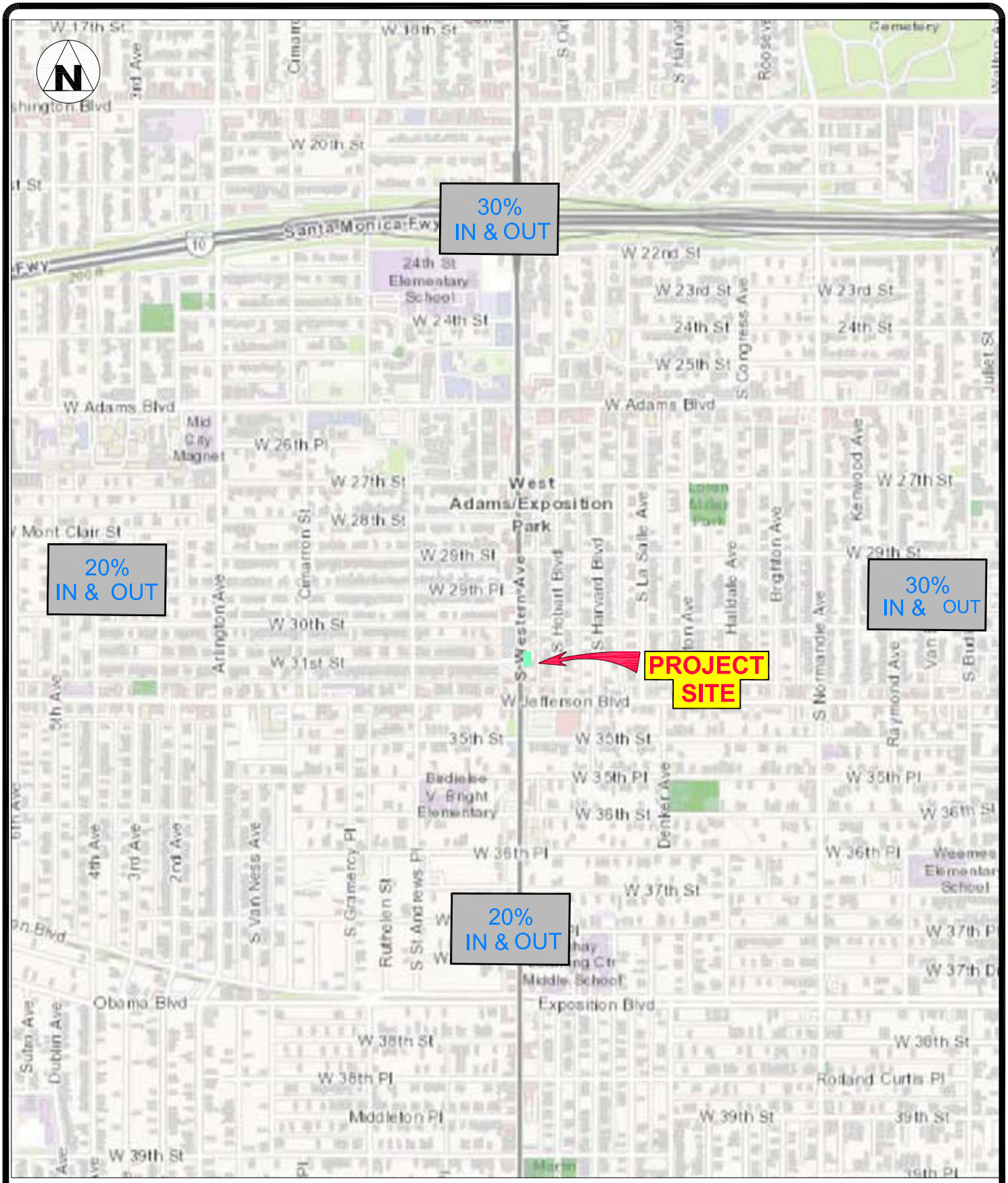


FIGURE A - 1

OVERALL PROJECT DISTRIBUTION PERCENTAGE

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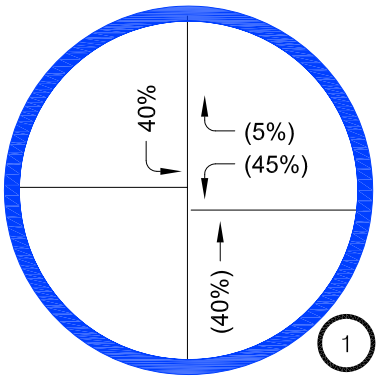
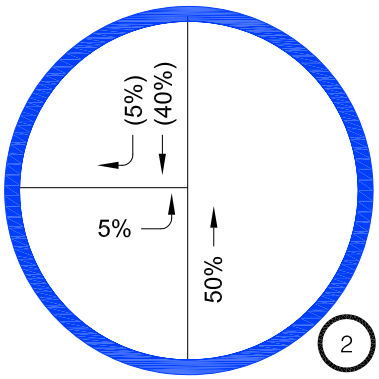
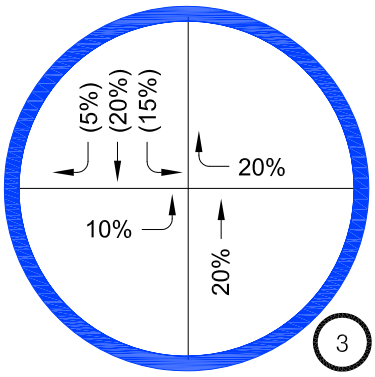
952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)545-1235, (661)799-8423 , liz@overlandtraffic.com



WEST 30th STREET &
WESTERN AVENUE

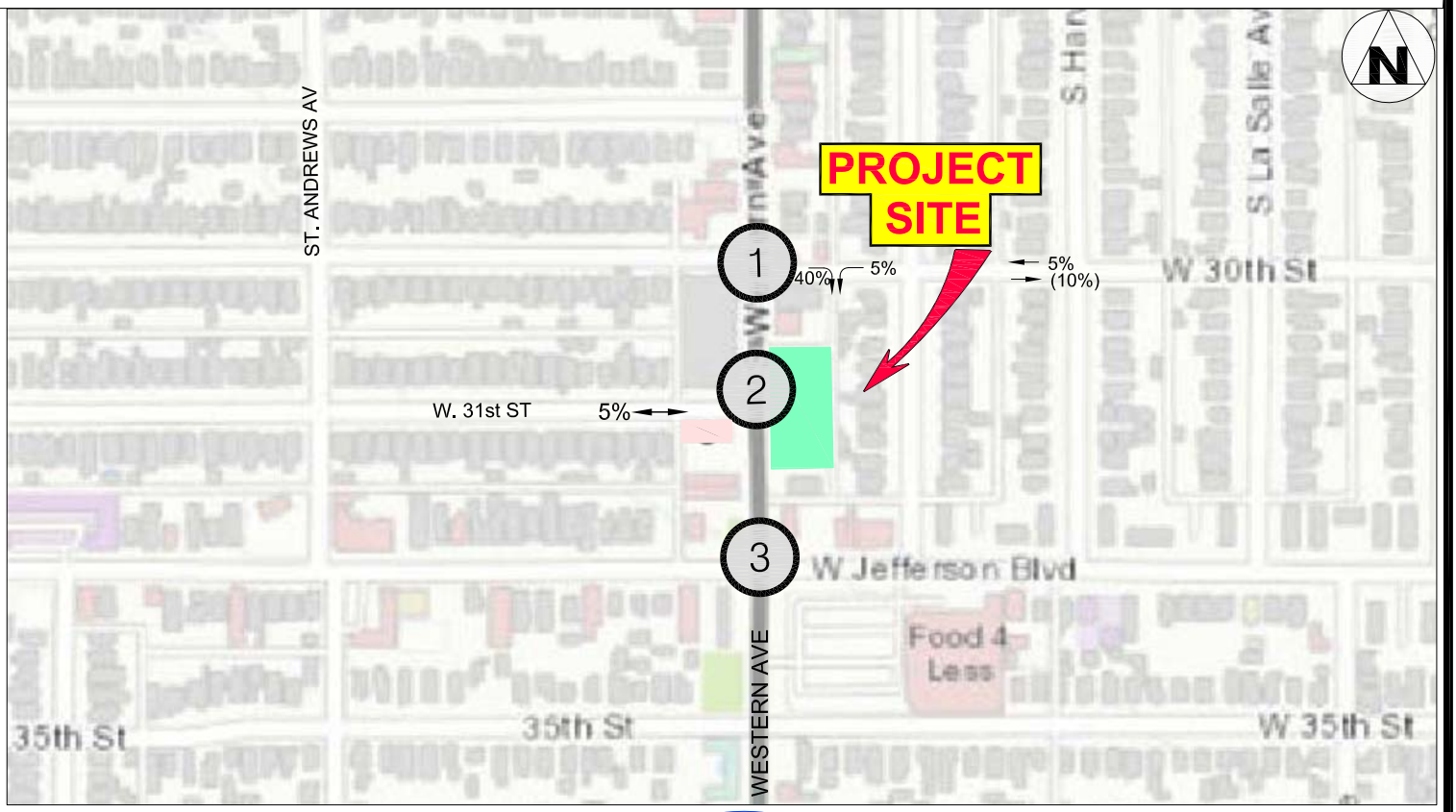


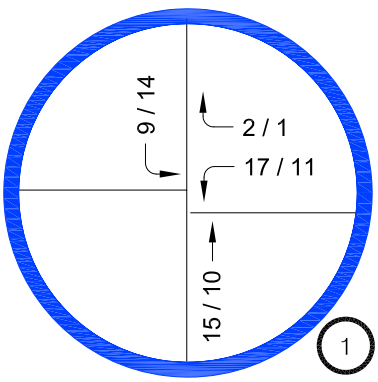
WEST 31st STREET &
WESTERN AVENUE



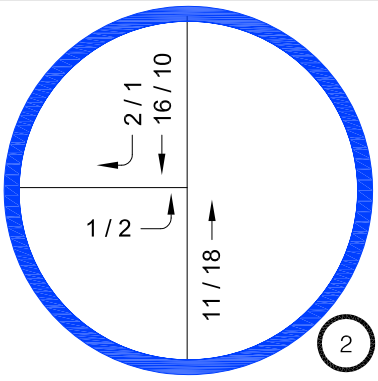
JEFFERSON AVENUE &
WESTERN AVENUE

PROJECT TRIPS DISTRIBUTION INBOUND / (OUTBOUND)

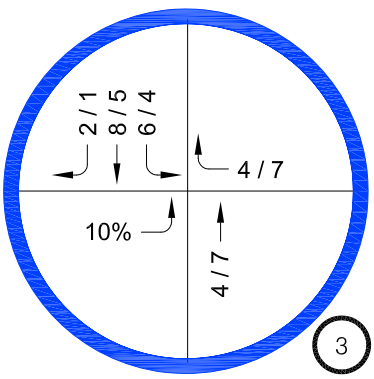




WEST 30th STREET &
WESTERN AVENUE



WEST 31st STREET &
WESTERN AVENUE



JEFFERSON AVENUE &
WESTERN AVENUE

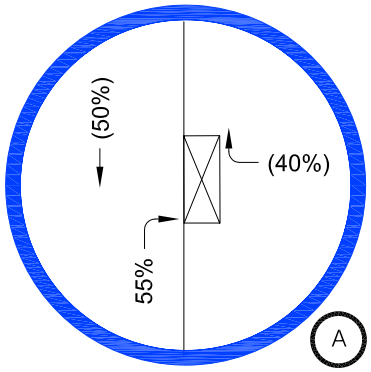
PROJECT TRIPS (AM PEAK HOUR/PM PEAK HOUR)

9/29/22

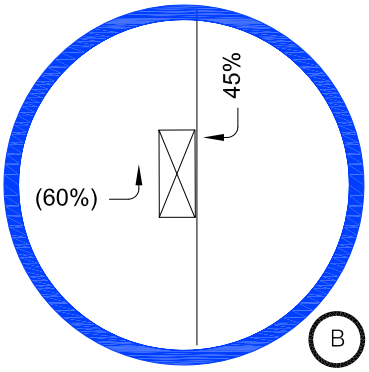
**PROJECT TRIP DISTRIBUTION &
PROJECT TRIPS AT
STUDY INTERSECTIONS**

FIGURE A-2

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)545-1235, (661)799-8423 , liz@overlandtraffic.com

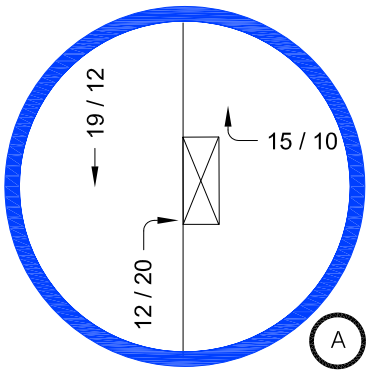


PROJECT DRIVEWAY &
WESTERN AVENUE

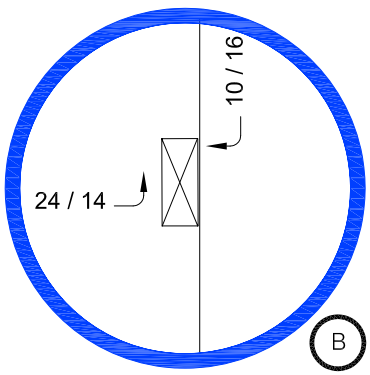


PROJECT DRIVEWAY &
NORTH-SOUTH ALLEY

PROJECT TRIPS DISTRIBUTION INBOUND / (OUTBOUND)



PROJECT DRIVEWAY &
WESTERN AVENUE



PROJECT DRIVEWAY &
NORTH-SOUTH ALLEY

PROJECT TRIPS (AM PEAK HOUR/PM PEAK HOUR)

9/29/22

PROJECT TRIP DISTRIBUTION & PROJECT TRIPS AT DRIVEWAYS

FIGURE A-3

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)545-1235, (661)799-8423 , liz@overlandtraffic.com

#	Location	Peak Hour	Project Trips In	# of Trips	Over 25 Peak Hour Trips?
a	Santa Monica Freeway (I-10) &	AM	15%	4	NO
	EB Off Ramp at Western Avenue	PM	15%	5	NO
b	Santa Monica Freeway (I-10) &	AM	15%	4	NO
	WB Off Ramp at Western Avenue	PM	15%	5	NO
c	Harbor Freeway (I-110) &	AM	15%	4	NO
	NB Off Ramp at S. Hope Street	PM	15%	5	NO
d	Harbor Freeway (I-110) &	AM	15%	4	NO
	SB Off Ramp at Exposition Boulevard	PM	15%	5	NO

Walk Trip Generation Rates

ITE Code	Description	Daily	AM Peak Hour Total	PM Peak Hour Total
221	Mid-Rise Residential	5X(AM + PM)	0.09	0.15
932	Restaurant	5X(AM + PM)	0.45	0.45

Rates are per unit for residential & per 1,000 sf for retail

Walk Trip Generation

ITE Code	PROJECT PEDESTRIAN TRIPS Description	Size	Daily	AM Peak Hour Total	PM Peak Hour Total
221	Mid-Rise Residenial	114 units	137	10	17
932	Restaurant	2,500 sf	11	1	1
	TOTAL PEDESTRIAN TRIPS		**148**	**11**	**19**

#	Project	Size	Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
1	Office	22,000 sf	1982 W. Adams Bl.	457	33	6	39	15	37	52
	Retail	10,000 sf								
2	Office	75,000 sf	1999 W. Adams Bl.	826	102	14	116	19	93	112
3	Hotel	77 rooms	2645 S. Western Av.	547	18	13	31	20	19	39
4	Apartments	18 units	2925 S. Western Av.	82	2	5	7	4	3	7
5	Residential	40 units	3101 S Western Av.	350	15	21	36	9	7	16
	Restaurant	2,050 sf								

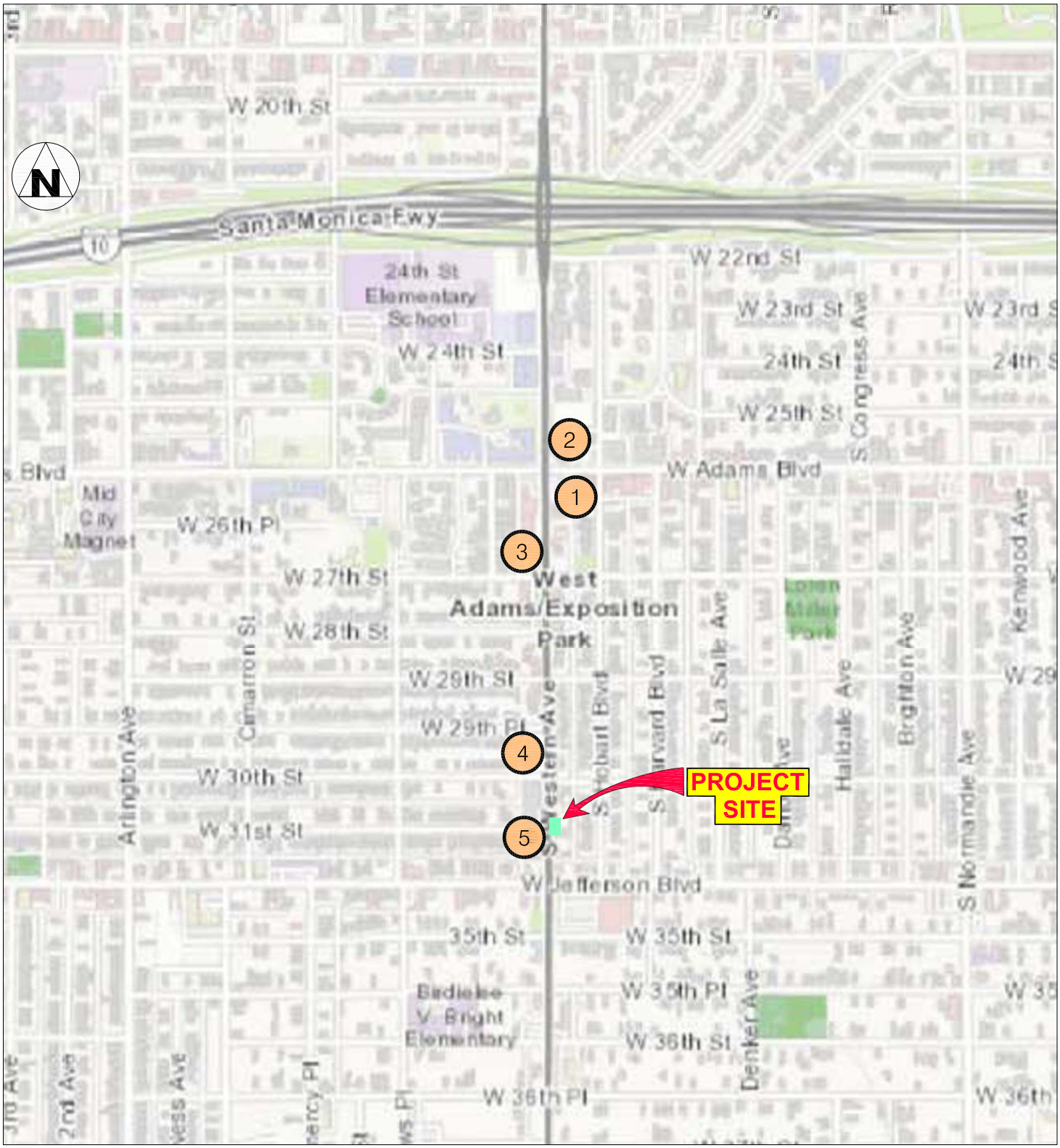


FIGURE A-4

9/2022

RELATED PROJECT LOCATION MAP

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235, liz@overlandtraffic.com

PLANNING DEPARTMENT INFORMATION

APPLICABLE CODES: LOS ANGELES MUNICIPAL CODE
SOUTH LOS ANGELES COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT (SOUTH LA CPIO DISTRICT)
ORDINANCE No. 185927, DEC. 29, 2018

ZONING: DENSITY ANALYSIS

UNIT DENSITY:
ABUTTING 1/2 ALLEY AREA: (14'-0" / 2) X 250'-0" = **1750 SF**
LOT AREA + ABUTTING 1/2 ALLEY: 28,273.7 SF + 1750 SF = **30,023.7**
BASE DENSITY RATIO (DB): 1 DU / 400 SF OF LOT AREA
BASE DENSITY (DB): 30,023.7 SF / 400" = 75.06 ~ **76 UNITS**
50% BONUS DENSITY (CU): **76 UNITS + 50% = 114 UNITS**

TOTAL ALLOWABLE UNITS: **114 UNITS (50% INCREASE PER 12,24-U,26)**

ZONING: FAR CALCULATION

FAR CALCULATION:
LOT AREA: **28,273.4 SF**
BUILDABLE AREA: 28,273.4 SF = BUILDABLE AREA

BASE ALLOWABLE FAR: 1.5
PROPOSED AREA: 80,490 SF (OFF MENU DENSITY BONUS)
PROPOSED FAR: 2.85 (80,490 SF / 28,273.4 SF = 2.85)

ZONING: YARD SETBACKS

YARD SETBACKS:
FRONT YARD: 0' PER LAMC SECTION 12.14.C.1
(3' STREET DEDICATION)
SIDE YARD: 0' AT GROUND FLOOR PER LAMC SECTION 1214.C.2
8' AT FLOORS 2-5 PER LAMC SECTION 12.14.C.2:
"...FOR A BUILDING MORE THAN TWO STORIES IN HEIGHT, ONE FOOT SHALL BE ADDED TO THE WIDTH OF SUCH SIDE YARD FOR EACH ADDITIONAL STORY ABOVE THE SECOND STORY..."
(5' +3 STORIES (3') = 8' SIDE YARD)
REAR YARD: 0' AT GROUND FLOOR PER LAMC SECTION 12.14.C.2
(3' ALLEY DEDICATION)*
0' AT FLOORS 2-5 PER LAMC 12.22-A.18

ZONING: BUILDING HEIGHT

BUILDING HEIGHT:
BASE HEIGHT ALLOWED: 45'-0" MAX

HEIGHT PROPOSED: 45'-0" + 19'-6" =
64'-6" ACTUAL PROJECT HEIGHT*

BUILDING STORIES ALLOWED: 3 STORIES MAX

BUILDING STORIES PROPOSED: 3 STORIES + 2 STORIES (PROPOSED) =
5 STORIES PROPOSED*
*OFF-MENU DENSITY BONUS

PARKING SUMMARY

VEHICULAR PARKING	
REQUIRED RESIDENTIAL VEHICULAR PARKING:	
*STATE DENSITY BONUS LAW -GOVERNMENT CODE SECTION 65915, (AB 2345)	
*ADDITIONAL 10% REDUCTION WITH RESIDENTIAL BICYCLE PARKING REPLACEMENT PROVISION.	
STANDARD STALLS FOR REQUIRED PARKING STALLS	
NUMBER OF UNITS:	0.5 STALLS / UNIT
114 UNITS	57 STANDARD STALLS
10% REDUCTION * 57 STANDARD STALLS=	52 STANDARD STALLS
TOTAL REQUIRED RESIDENTIAL VEHICULAR PARKING:	52 STANDARD STALLS
TOTAL PROVIDED RESIDENTIAL VEHICULAR PARKING:	54 STANDARD STALLS
REQUIRED COMMERCIAL VEHICULAR PARKING:	
*LAMC	
COMMERCIAL/NON-RESIDENTIAL AREA:	1 STALL / 5005F
2500 SF COMMERCIAL / 500 =	5 STALLS
*20% COMMERCIAL BIKE PARKING REPLACEMENTS PROVISION	*4 STALLS
REQUIRED COMMERCIAL VEHICULAR PARKING:	4 STALLS
TOTAL REQUIRED VEHICULAR PARKING STALLS:	56 STALLS
TOTAL PROVIDED VEHICULAR PARKING STALLS:	62 STALLS

RESIDENTIAL VEHICULAR PARKING TABULATIONS:

LEVEL:	ADA	COMPACT	STANDARD	TOTAL
GROUND FLOOR	0	0	15	15
P1	3	0	40	43
TOTAL:	3	0	55	58

*52 STANDARD STALLS PROVIDED INCLUDING ADA STALLS.

NON-RESIDENTIAL VEHICULAR PARKING TABULATIONS:

LEVEL:	ADA	COMPACT	STANDARD	TOTAL
GROUND FLOOR	1	0	3	4
P1	0	0	0	0
TOTAL:	1	0	3	4

BICYCLE PARKING SUMMARY

BICYCLE PARKING			
REQUIRED RESIDENTIAL BICYCLE PARKING:			
*LAMC SECTION 12.21.A.16 (TABLE 12.21)			
NUMBER OF UNITS:	SHORT TERM	LONG TERM	
1-25 UNITS	*1 PER 10 UNITS:* 25 UNITS / 10 = 2	*1 PER UNITS:* 25 UNITS / 1 = 25	
26-100 UNITS	*1 PER 15 UNITS:* 75 UNITS / 15 = 5	*1 PER 1.5 UNITS:* 75 UNITS / 1.5 = 50	
100-200 UNITS	*1 PER 20 UNITS:* 14 UNITS / 20 = 1	*1 PER 2 UNITS:* 14 UNITS / 2 = 7	
TOTAL REQUIRED:	**8 SPACES**	**82 SPACES**	**90 RESIDENTIAL SPACES**
TOTAL PROVIDED:	**8 SPACES**	**82 SPACES**	**90 RESIDENTIAL SPACES**
REQUIRED COMMERCIAL BICYCLE PARKING:			
*LAMC SECTION 12.03 (TABLE 12.21.A)16(a)(2))			
	SHORT TERM	LONG TERM	
	1 PER 2,000 SF: 2 SPACES MIN	*1 PER 2,000 SF:* 2 SPACES MIN	
	2500 / 2000 = 2	2500 / 2000 = 2	
TOTAL REQUIRED:	**2 SPACES**	**2 SPACES**	**4 COMMERCIAL SPACES**
TOTAL PROVIDED COMMERCIAL BICYCLE PARKING:			**4 SPACES**
TOTAL REQUIRED BICYCLE PARKING:			**94 SPACES**
TOTAL PROVIDED BICYCLE PARKING:			**94 SPACES**

BUILDING DEPARTMENT INFORMATION

APPLICABLE CODES: **2020 LOS ANGELES BUILDING CODE**
2020 LOS ANGELES GREEN BUILDING CODE
2020 LOS ANGELES RESIDENTIAL CODE
2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA MECHANICAL CODE
2017 LOS ANGELES FIRE CODE

OCCUPANCY: **R-2** RESIDENTIAL
A-3 ASSEMBLY
S-2 PARKING GARAGE

CONSTRUCTION TYPE: S-2, R-2, A-3: TYPE I-A
R-2, A-3: TYPE V-A

ALLOWABLE FLOOR AREAS: TYPE I-A: UL
TYPE V-A:
FROM: CBC-506.2.4
AREA FACTOR INCREASE DUE TO FRONTAGE:
If = (F/P - 0.25) X W/30
= (356'-8"/776'-10" - 0.25) X 30/30
= (0.46-0.25) X 1
= 0.21
ALLOWABLE AREA: (Mixed-Occupancy, Multistory Bldg.)
R-2:
Tabular Allowable Area = 36,000 SF
(SM with height increase)
NS Tabular Non Sprinklered Area = 12,000 SF
Frontage Increase = 0.21
[36,000 + (12,000x0.21)] = 38,520 SF
A-3:
Tabular Allowable Area = 11,500 SF
(SM with height Increase)
NS Tabular Non Sprinklered Area = 11,500 SF
Frontage Increase = 0.21
[11,500 + (11,500x0.21)] = 13,915 SF

2nd Floor: (975/13,915) + (17035/38,520) = 0.51
3rd Floor: 17,900/38,520 = 0.47
4th Floor: 17,900/38,520 = 0.47
5th Floor: 17,900/38,520 = 0.47
TOTAL: **=1.92 < 2**

ALLOWABLE HEIGHT: FROM CBC TABLE 504.4:
TYPE VA 4 STORIES
TYPE IA UL

PROPOSED BUILDING AREAS:

OCCUPANCY	S-2 (PARKING)	A-3 (ASSEMBLY)	R-2 (RESIDENTIAL)	TOTAL SF
PARKING LEVEL P1	23,720			**23,720**
GROUND FLOOR LEVEL	18,410	5,000	1,240	**24,650**
SECOND FLOOR		975	17,035	**18,010**
THIRD FLOOR			17,900	**17,900**
FOURTH FLOOR			17,900	**17,900**
FIFTH FLOOR			17,900	**17,900**
TOTAL SF	**42,130**	**5,975**	**71,975**	**120,080**

PROJECT INFORMATION

PROJECT ADDRESS:
3018-3110 SOUTH WESTERN AVENUE, LOS ANGELES, CA 90018
PROJECT DESCRIPTION:
THE APPLICATION PROPOSES THE REPLACEMENT OF AN EXISTING SURFACE PARKING AND A 5,967 SF ONE STORY BUILDING WITH A NEW MIXED USE BUILDING PROVIDING 114 RESIDENTIAL APARTMENT UNITS, 2500 SF COMMERCIAL AREA; 62 ONSITE PARKING STALLS AND SUPPORTING RESIDENTIAL RECREATION AREAS. BUILDING WILL PROVIDE 14 VLI UNITS.

THE PROJECT IS REQUESTING A CONDITIONAL USE PERMIT(CUP) TO PERMIT A 50% DENSITY BONUS INCREASE, PURSUANT TO LAMC 12.24-U,26, SITE PLAN REVIEW,PURSUANT TO LAMC16.05; AND THE FOLLOWING DENSITY BONUS INCENTIVES PURSUANT TO LAMC 12.22-A.25:

ON-MENU DENSITY BONUS INCENTIVE:
1. 20% OPEN SPACE REDUCTION FROM 11,675 SF TO 9,340 SF

OFF-MENU DENSITY BONUS INCENTIVES/WAIVERS OF DEVELOPMENT STANDARDS:
1. FAR INCREASE FROM 1.5 TO 2.85
2. HEIGHT INCREASE FROM THREE STORIES AND 45'-0" TO FIVE STORIES AND 64'-6"
3. 40% OF THE GROUND FLOOR OF THE PRIMARY FRONTAGE UTILIZED FOR ACTIVE FLOOR AREA, IN LIEU OF 75%
4. VEHICULAR ACCESS PROVIDED FROM THE PRIMARY FRONTAGE
5. 31.4% OF THE TOTAL OPEN SPACE AREA PROVIDED VIA RECREATION ROOMS, IN LIEU OF 25%.

APN:	5053-008-004, -005, -006
LEGAL:	LOTS FR 4 FR 5, BLOCK 22, CHA'S VICTOR HALL TRACT
ZONE:	C2-2D-O-CPIO
GENERAL PLAN LAND USE:	COMMUNITY COMMERCIAL
CPIO (D LIMITATION)	SOUTH LOS ANGELES- SUBAREA E - TOD LOW
TOC:	TIER 1
OTHER:	STATE ENTERPRISE ZONE
EXISTING USE (ASSESSOR):	9,000 SF WAREHOUSE, C. 1990
AFFORDABLE SET-ASIDE UNIT OPTIONS:	13 ELI UNITS OR 14 VLI UNITS [(CU REQUIREMENT = 50%-35%=15%/2.5%=6%; 11% =6%=17% VLI UNITS; 76 UNIT x 17%=12.9~13 VLI UNITS) + (CPIO BASE DENSITY REQUIREMENT=9% ELI x 114 UNITS = 10.3~ 11 ELI UNITS OR 12% VLI X 114 UNITS = 13.7 ~ 14 VLI UNITS)]
AFFORDABLE SET - ASIDE UNITS PROVIDED	14 VLI UNITS
DEDICATION REQUIREMENTS (EST)	3' ON WESTERN TO COMPLETE A 43' HALF-ROW & 3' IN

UNDER SEPARATE PERMIT:
1.MECHANICAL
2.ELECTRICAL
3.PLUMBING
4.SIGNAGE
5.POOL

DEMOLITION SCOPE OF WORK:
EXISTING SITE:
REMOVE (E) ASPHALT PARKING
REMOVE (E) SINGLE STORY BUILDING

DWELLING UNIT MATRIX

DWELLING UNIT MATRIX

UNIT NAME	SF	BALCONY	SECOND FLOOR Room #	SECOND FLOOR # of Units	THIRD FLOOR Room #	THIRD FLOOR # of Units	FOURTH FLOOR Room #	FOURTH FLOOR # of Units	FIFTH FLOOR Room #	FIFTH FLOOR # of Units	TOTAL UNITS	% UNITS
STUDIOS												
UNIT STUDIO A	370 SF	YES		11		11		0		0	22	
UNIT STUDIO B	370 SF	NO		0		0		11		11	22	
UNIT STUDIO B1	400 SF	NO		2		2		2		2	8	
UNIT STUDIO C	550 SF	NO		0		1		1		1	3	
UNIT STUDIO D	640 SF	NO		1		0		0		0	1	
UNIT STUDIO E	430 SF	NO		0		1		1		1	3	
TOTAL				14		15		15		15	59	52%
1 BEDROOM												
UNIT 1-A	530 SF	YES		4		4		4		4	16	
UNIT 1-B	510 SF	YES		0		0		3		3	6	
UNIT 1-B1	550 SF	YES		1		1		1		1	4	
UNIT 1-C	570 SF	YES		3		3		0		0	6	
UNIT 1-D	525 SF	NO		1		1		1		1	4	
UNIT 1-E	725 SF	YES		1		1		1		1	4	
UNIT 1-F	510 SF	YES		1		1		1		1	4	
UNIT 1-G	490 SF	YES		0		0		0		0	0	
Total				11		11		11		11	44	39%
2 BEDROOM												
UNIT 2-A	925 SF	YES		0		1		1		1	3	
UNIT 2-B	930 SF	YES		1		1		1		1	4	
UNIT 2-C	915 SF	YES		1		1		1		1	4	
TOTAL				2		3		3		3	11	10%
TOTAL:				27		29		29		29	114	100%

OPEN SPACE SUMMARY

OPEN SPACE		
REQUIRED OPEN SPACE:		
*LAMC SECTION 12.21.G		
NUMBER OF UNITS:		SF REQUIRED
STUDIO: 56	*100 SF / UNIT* < 3 HABITABLE ROOMS	5,600 SF
1 BEDROOM: 47	*100 SF / UNIT* < 3 HABITABLE ROOMS	4,700 SF
2 BEDROOMS: 11	*125 SF / UNIT* = 3 HABITABLE ROOMS	1,375 SF
TOTAL OPEN SPACE SF REQUIRED:		**11,675 SF**
20% REDUCTION (LAMC 12.22-A.25(f)(6)):		**9,340 SF**
MINIMUM REQUIRED COMMON OPEN SPACE:		**4,670 SF**
50% OF TOTAL OPEN SPACE		
MAXIMUM ALLOWED INDOOR OPEN SAPCE		**2,930 SF**
31.4% OF TOTAL; LAMC 12.22-A.25(g)(3))		
PROPOSED OPEN SPACE:		
PRIVATE OPEN SPACE PROPOSED:		
65 BALCONIES x 50 SF		3,250 SF
COMMON OPEN SPACE PROPOSED:		
OUTDOOR COMMON OPEN SPACE:		
PODIUM POOL DECK:		3,160 SF
INDOOR COMMON OPEN SPACE:		
RECREATION ROOMS:		2,930 SF
TOTAL COMMON OPEN SPACE SF PROPOSED:		6,090 SF
TOTAL OPEN SPACE PROPOSED:		
3,250 SF + 6,090 SF =		**9,340 SF**
REQUIRED LANDSCAPE COMMON OPEN SPACE:		
25% OF OUTDOOR COMMON OPEN SPACE	3160 SF x 25%	790 SF

THIS PROJECT TO BE 100% PRIVATELY FUNDED. NO PUBLIC HOUSING.

RENDERING

PROJECT DIRECTORY

OWNER: **3022 S. WESTERN (LA) OWNER GP, LLC**
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

ARCHITECT: **NADEL SPECIAL PROJECTS, INC.**
1990 S. BUNDY DRIVE, #400
LOS ANGELES, CA 90025
T: 310.826.2100

CIVIL ENGINEER: TBD

STRUCTURAL ENGINEER: TBD

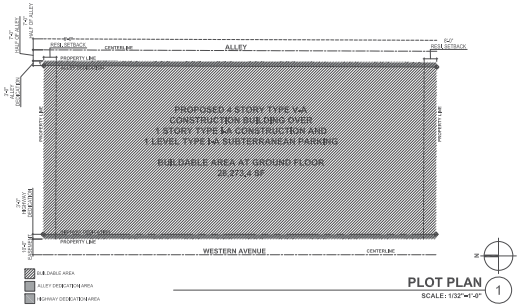
MEP: TBD

LANDSCAPE ARCHITECT: **TGP Inc. Landscape Architecture**
PO Box 704
Montrose, CA 91021
T: 818.797.5914

VICINITY MAPS

3022 S WESTERN AVENUE

BUILDABLE AREA DIAGRAM / PLOT PLAN



PLOT PLAN 1
SCALE: 1/32"=1'-0"

SHEET INDEX

SHEET	NAME	ISSUE DATE: PZA 07/01/2022		
	ARCHITECTURAL:			
A0.00	RENDERING			
A0.00.1	RENDERING			
A0.00.2	RENDERING			
A0.00.3	RENDERING			
A0.01	PROJECT INFORMATION			
A0.02	SITE PHOTOS AERIAL VIEWS			
A0.03	SITE PHOTOS			
A0.04	LADBS NOTES / ARCH. ABBREVIATIONS/SYMBOLS			
A0.05	FLOOR AREA DIAGRAMS			
A0.06	OPEN SPACE DIAGRAMS			
A0.07	SPECIFICATIONS-BICYCLE STORAGE RACK LONG TERM			
A0.08	SPECIFICATIONS-BICYCLE STORAGE RACK SHORT TERM			
A0.09	DOCUMENTS-GRANT DEED			
A0.10	EXISTING SURVEY			
D2.00	GROUND FLOOR DEMO PLAN			
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A2.00	PARKING LEVEL 1			
A2.01	GROUND FLOOR PLAN			
A2.02	SECOND FLOOR PLAN			
A2.03	THIRD FLOOR PLAN			
A2.04	FOURTH FLOOR PLAN			
A2.05	FIFTH FLOOR PLAN			
A2.06	ROOF PLAN			
A3.00	ELEVATIONS			
A3.01	ELEVATIONS			
A4.00	SECTIONS			
A4.01	SECTIONS			
A4.02	SECTIONS			
A5.00	ENLARGED UNIT PLANS			
A5.01	ENLARGED UNIT PLANS			
A5.02	ENLARGED UNIT PLANS			
A7.00	DOOR SCHEDULE			
A7.01	DOOR SCHEDULE			
A7.02	STOREFRONT SCHEDULE			
A7.03	WINDOW SCHEDULE			
L1.0	COMPOSITE LANDSCAPE PLAN			
L2.0	COMPOSITE LANDSCAPE PLAN			
L3.0	SECOND FLOOR LANDSCAPE PLAN			
L4.0	PLANT IMAGES			

NADEL

NADEL SPECIAL PROJECTS INC.

1990 S. BUNDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
T. 310.826.2100
F. 310.826.0182
WWW.NADELARC.COM

LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMPS:

CONSULTANTS:

CLIENT:

DEVELOPER:
3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:
3022 S Western

3022 S WESTERN AVE.
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL: XXXXXXXX
ISSUED FOR BIDDING: N/A
ISSUED FOR CONSTRUCTION: N/A

REVISIONS:
ISSUE DESCRIPTION:
NO. DESCRIPTION DATE

PZA SET 08/24/2022

NADEL-PROJECT No.: 22057
PROJECT DATE: AUGUST 24, 2022
SCALE: 1/8"= 1'-0"
ISSUE:

PROJECT INFORMATION

A0.01

Sep 21, 2022 - 2:08pm

30x42

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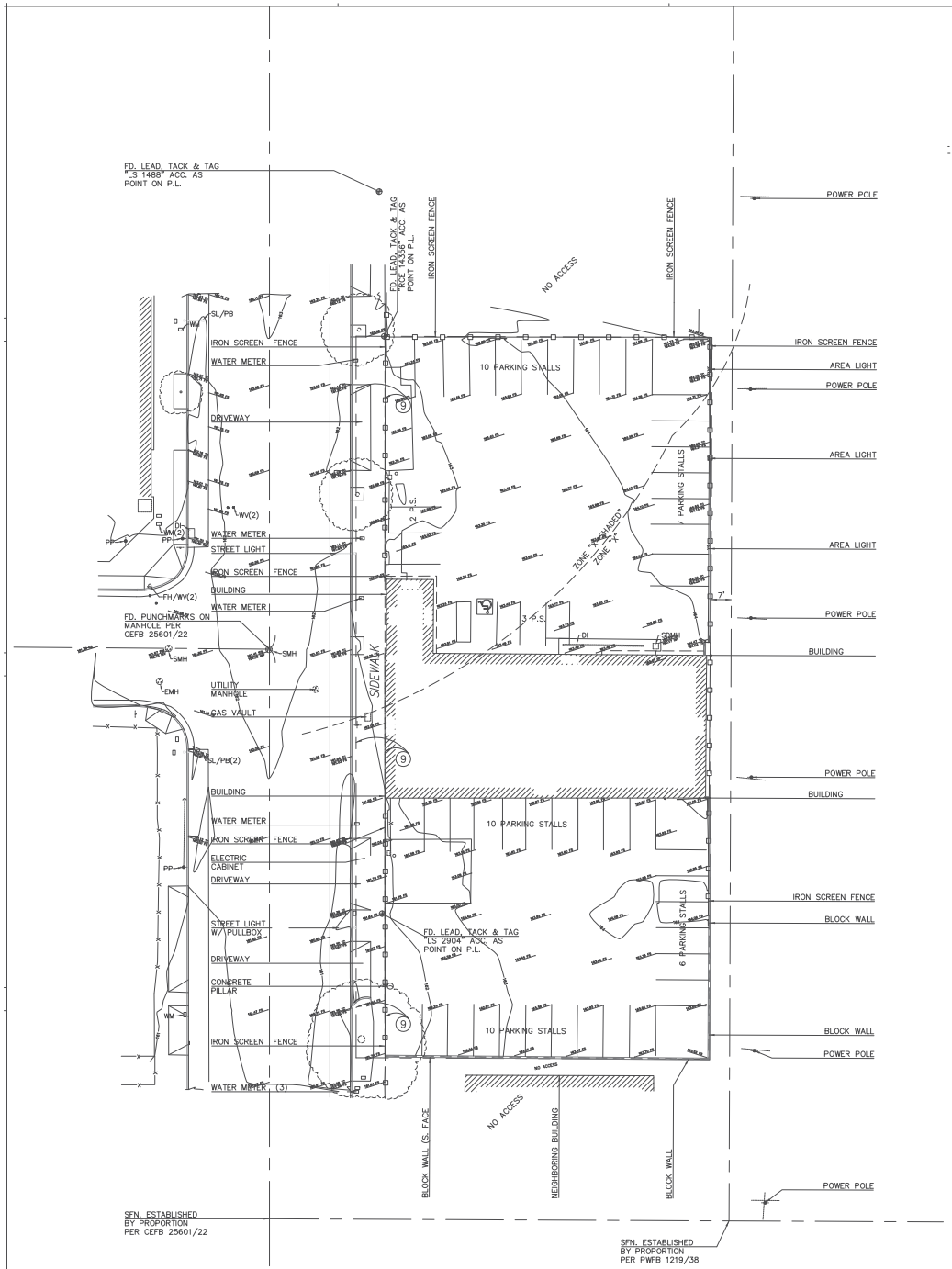

LEGAL DESCRIPTION:

THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF LOS ANGELES, CITY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1A:

THE SOUTH 30 FEET OF LOT 6 AND THE NORTH 10 FEET OF LOT 7 IN BLOCK 22 OF THE CHAS. VICTOR HALL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 65 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 1B:

THE NORTH 40 FEET OF LOT 4 IN BLOCK 22 OF THE CHAS. VICTOR HALL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 65 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 1C:

THE SOUTH 10 FEET OF LOT 4 AND THE NORTH 30 FEET OF LOT 5 IN BLOCK 22 OF THE CHAS. VICTOR HALL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 65 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 1D:

THE SOUTH 20 FEET OF LOT 5 AND THE NORTH 20 FEET OF LOT 6 IN BLOCK 22 OF THE CHAS. VICTOR HALL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 65 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL OIL AND MINERALS, AS WELL AS KINDRED SUBSTANCES IN AND UNDER SAID LAND, BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF WITHOUT, HOWEVER, THE RIGHT OF SURFACE ENTRY THERETO, AS RESERVED BY P.C. HUMASON, JR., IN THE DEED RECORDED JANUARY 11, 1985 AS INSTRUMENT NO. 85–35648, OFFICIAL RECORDS.

PARCEL 2:

THE SOUTHERLY 40 FEET OF LOT 7 IN BLOCK 22 OF THE CHAS. VICTOR HALL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 65 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL GAS, HYDROCARBONS AND ALL MINERALS LYING IN, ON OR UNDER SAID LAND, HOWEVER, NO RIGHT IS RESERVED UPON THE SURFACE FOR THE PURPOSE OF EXPLORING FOR OR EXTRACTING OIL, GAS, HYDROCARBONS OR MINERALS, RESERVING HOWEVER, THE RIGHT TO ENTER THE SUBSURFACE FOR THE PURPOSE OF EXTRACTING SAME, TO RUN FOR A PERIOD OF 20 YEARS BEGINNING JANUARY 28, 1963 AS RESERVED BY BENJAMIN ROSE AND FERNE ROSE, HUSBAND AND WIFE, IN DEED RECORDED JANUARY 29, 1963.

PARCEL 3:

LOT 8 IN BLOCK 22 OF THE CHAS. VICTOR HALL TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 65 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS, HYDROCARBONS AND KINDRED SUBSTANCES LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF SAID LAND WITHOUT, HOWEVER, THE RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, AS PROVIDED IN AN INSTRUMENT RECORDED MARCH 24, 1970 AS INSTRUMENT NO. 862, OF OFFICIAL RECORDS.

APNS: 5053–008–004, 5053–008–005 AND 5053–008–006.

ITEMS CORRESPONDING TO SCHEDULE "B":

BY: OLD REPUBLIC TITLE COMPANY
101 NORTH BRAND BOULEVARD, 14TH FLOOR
GLENDALE, CA
(818)247–2917

ORDER NO.: 2676021596–48
TITLE OFFICER: YOUNG KIM
DATED: FEBRUARY 10, 2022

THE FOLLOWING ITEMS WERE FOUND IN SAID COMMITMENT AND ARE REFERENCED ON THIS MAP. COVENANTS AND AGREEMENTS LISTED HEREON CONTAIN NUMEROUS ITEMS THAT AFFECT THE SUBJECT PROPERTY, CONTENTS SHOULD BE REVIEWED TO DISCERN SPECIFICS

(6) COVENANTS, CONDITIONS AND RESTRICTIONS IN A DOCUMENT RECORDED IN BOOK 1814, PAGE 161 OF DEEDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(7) COVENANTS, CONDITIONS AND RESTRICTIONS IN A DOCUMENT RECORDED IN BOOK 2845, PAGE 29 OF DEEDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(8) COVENANTS, CONDITIONS AND RESTRICTIONS IN A DOCUMENT RECORDED IN BOOK 2680, PAGE 58 OF DEEDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(9) AN EASEMENT FOR PUBLIC STREET PURPOSES AND RIGHTS INCIDENTAL THERETO IN A DOCUMENT RECORDED IN BOOK 9698, PAGE 211 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.

(12) MATTERS CONTAINED IN A DOCUMENT ENTITLED "COVENANT AND AGREEMENT" RECORDED JUNE 28, 1982 AS INSTRUMENT NO. 82–650421 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(13) MATTERS CONTAINED IN A DOCUMENT ENTITLED "COVENANT AND AGREEMENT" RECORDED OCTOBER 7, 1991 AS INSTRUMENT NO. 91–1578890 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(14) THE FACT THAT THE SUBJECT PROPERTY LIES WITHIN THE NORMANDIE 5 REDEVELOPMENT PROJECT AREA AS DISCLOSED BY A DOCUMENT RECORDED NOVEMBER 30, 2007 AS INSTRUMENT NO. 20072536438 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(16) MATTERS CONTAINED IN A DOCUMENT ENTITLED "SUBORDINATION AGREEMENT – LEASE" RECORDED JUNE 7, 2016 AS INSTRUMENT NO. 20160650485 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(18) AN UNRECORDED LEASE AS DISCLOSED BY A DOCUMENT RECORDED JUNE 7, 2016 AS INSTRUMENT NO. 20160650491 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(19) MATTERS CONTAINED IN A DOCUMENT ENTITLED "SUBORDINATION OF LEASEHOLD INTEREST" RECORDED JUNE 7, 2016 AS INSTRUMENT NO. 20160650492 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(20) MATTERS CONTAINED IN A DOCUMENT ENTITLED "THIRD PARTY LENDER AGREEMENT" RECORDED JUNE 10, 2016 AS INSTRUMENT NO. 20160671558 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(21) MATTERS CONTAINED IN A DOCUMENT ENTITLED "THIRD PARTY LENDER AGREEMENT" RECORDED APRIL 3, 2017 AS INSTRUMENT NO. 20170362771 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY, IS BLANKET IN NATURE, AND IS NOT PLOTTED HEREON.

(23) WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS. THE EXTENT TO WHICH THIS ITEM AFFECTS THE SUBJECT PROPERTY CAN NOT BE DETERMINED FROM THE TITLE REPORT OR DOCUMENTS PROVIDED AND IS NOT PLOTTED HEREON.

ITEMS #'S SHOWN HEREON ARE STATED AS EXCEPTIONS ON ABOVE REFERENCED COMMITMENT. NO RESPONSIBILITY FOR THE COMPLETENESS, ACCURACY, OR CONTENT OF SAID REPORT IS ASSUMED BY THIS MAP.

NADEL

NADEL SPECIAL PROJECTS INC.

1990 S. BUNDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
T. 310.826.2100
F. 310.826.0182
WWW.NADELARC.COM

LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE.
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XXXXXXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/16" = 1'-0"

ISSUE: PZA SET 08/24/2022

EXISTING SURVEY

A0.10

Aug 24, 2022 - 5:40pm

30x42

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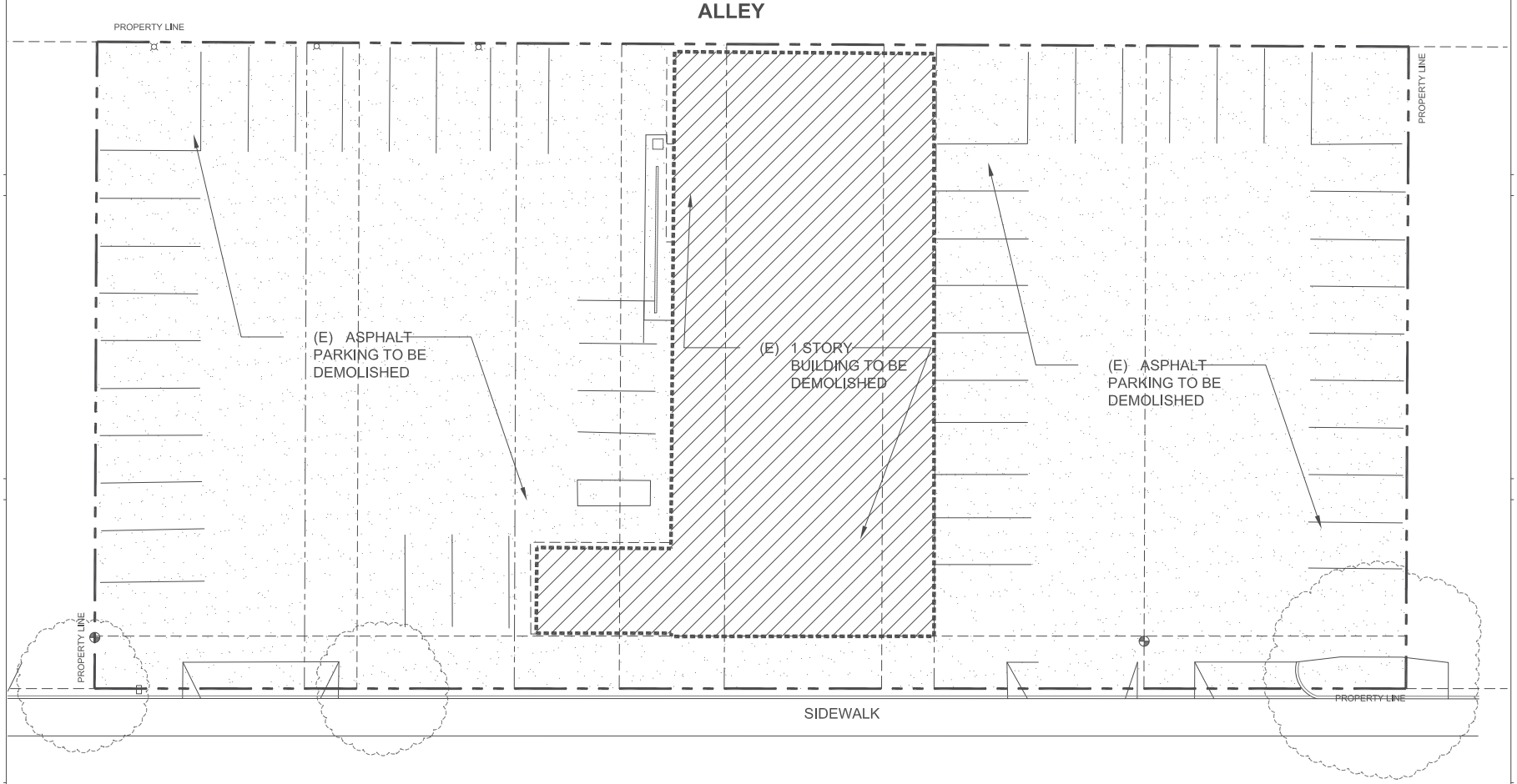
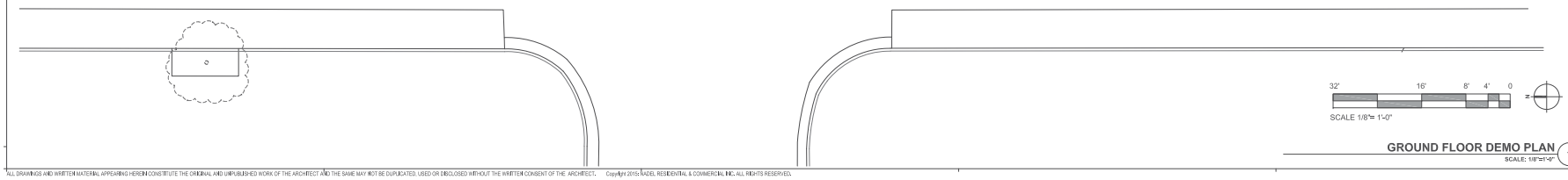


SOUTH WESTERN AVENUE



GROUND FLOOR DEMO PLAN (1)
SCALE: 1/8"=1'-0"

Aug 25, 2022 - 9:16am

30x42

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LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMPS:

CONSULTANTS:

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE.
LOS ANGELES, CA 90018

KEYPLAN:

PUBLIC AGENCY SUBMITTAL:	XXXXXXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

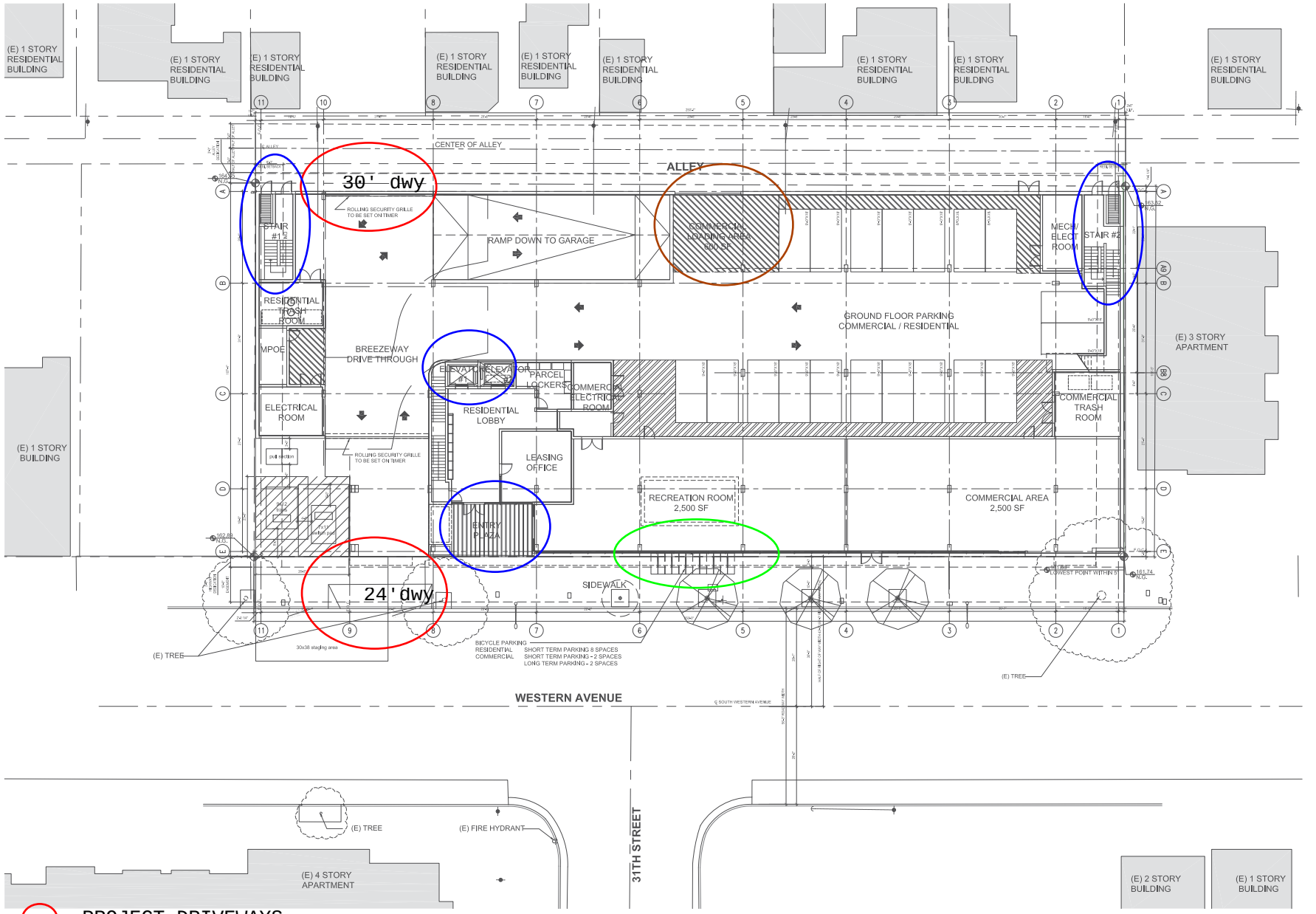
NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/8"= 1'-0"

ISSUE: PZA SET 08/24/2022

GROUND FLOOR DEMO PLAN

D2.00



PROJECT DRIVEWAYS

PEDESTRIAN ACCESSWAYS

LOADING ZONE

BICYCLE PARKING

SITE PLAN 1
SCALE: 3/32"=1'-0"

NADEL

NADEL SPECIAL PROJECTS INC.

1990 S. BUNDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
T. 310.826.2100
F. 310.826.0182
WWW.NADELARC.COM

LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

CONSULTANT(S):

CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE.
LOS ANGELES, CA 90018

KEYPLAN

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	3/32" = 1'-0"

ISSUE: PZA SET 08/24/2022

SITE PLAN

A1.00

Aug 30, 2022 - 9:45am

30x42

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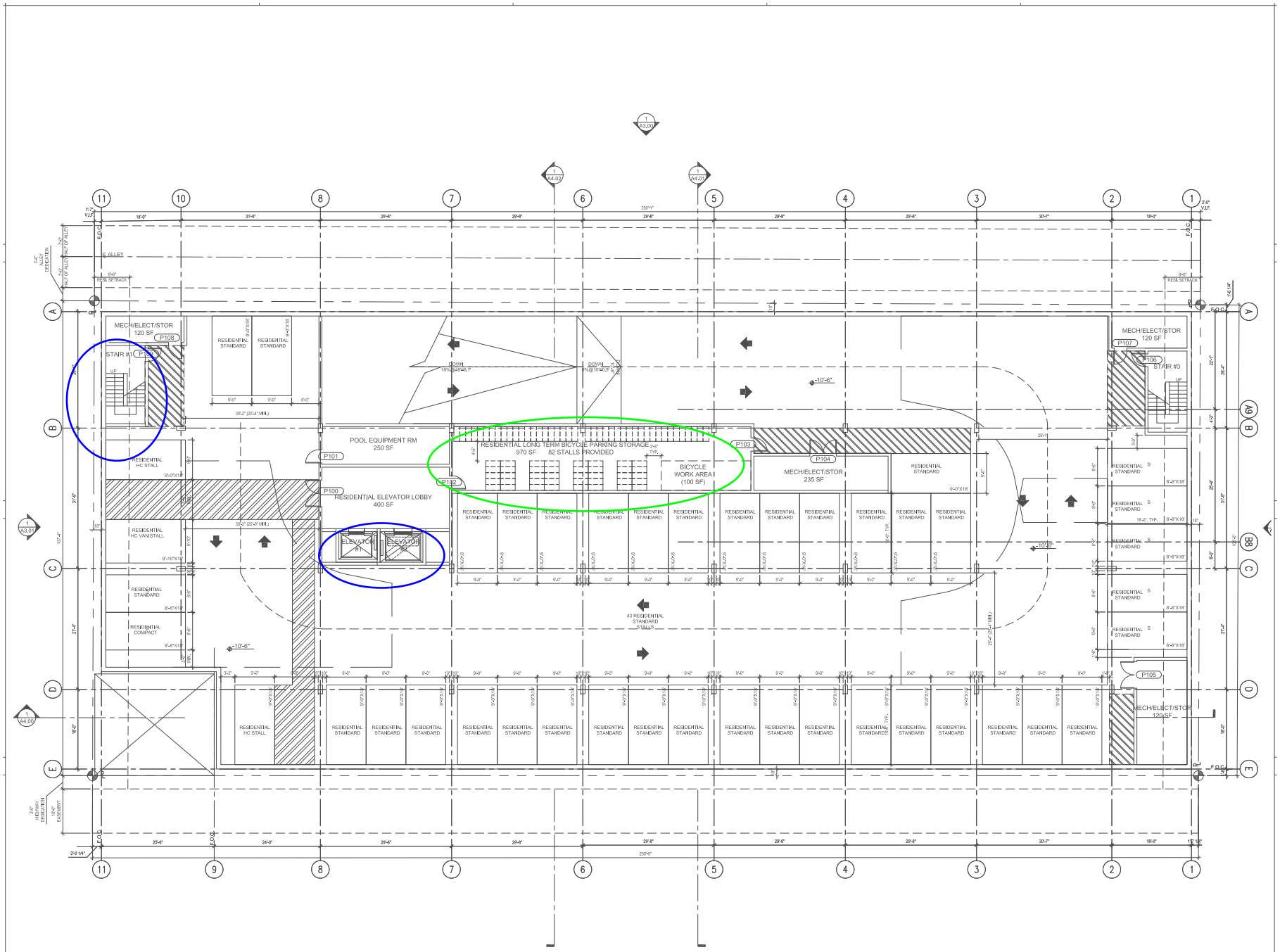

PEDESTRIAN ACCESSWAYS

BICYCLE PARKING

P1 GARAGE PLAN (1)
SCALE: 1/8"=1'-0"

NADEL

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SUITE 400
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T. 310.826.2100
F. 310.826.0182
WWW.NADELARC.COM

LOS ANGELES
LAS VEGAS

PROFESSIONAL STAMP(S):

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CLIENT:

DEVELOPER:

3022 S WESTERN (LA) OWNER GP, LLC
4700 WILSHIRE BLVD.
LOS ANGELES, CA 90010

PROJECT:

3022 S Western

3022 S WESTERN AVE.
LOS ANGELES, CA 90018

KEYPLAN

PUBLIC AGENCY SUBMITTAL:	XX/XX/XXXX
ISSUED FOR BIDDING:	N/A
ISSUED FOR CONSTRUCTION:	N/A

REVISIONS:
ISSUE DESCRIPTION:

NO.	DESCRIPTION	DATE

NADEL-PROJECT No.:	22057
PROJECT DATE:	AUGUST 24, 2022
SCALE:	1/8" = 1'-0"

ISSUE: PZA SET 08/24/2022

PARKING
LEVEL P1

A2.00

Aug 29, 2022 - 11:29am

30x42

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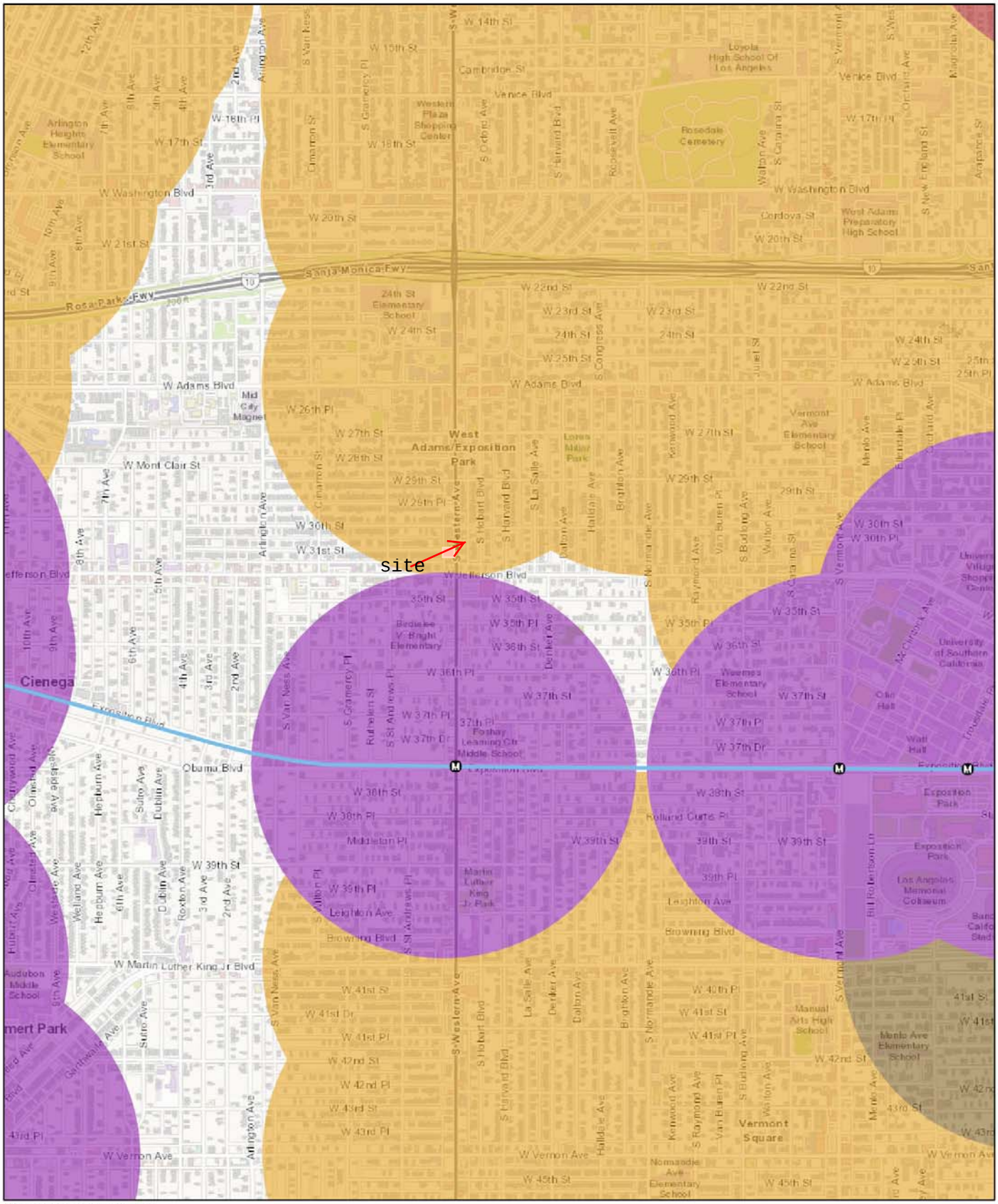
METRO & TPA



Metro Stations
- Existing

Metro Lines
- Expo Line

Transit Priority Area (TPA)
- Heavy Rail
- Light Rail
- Right of Way - Bus Rapid Transit
- Major Bus Routes

1:18,056

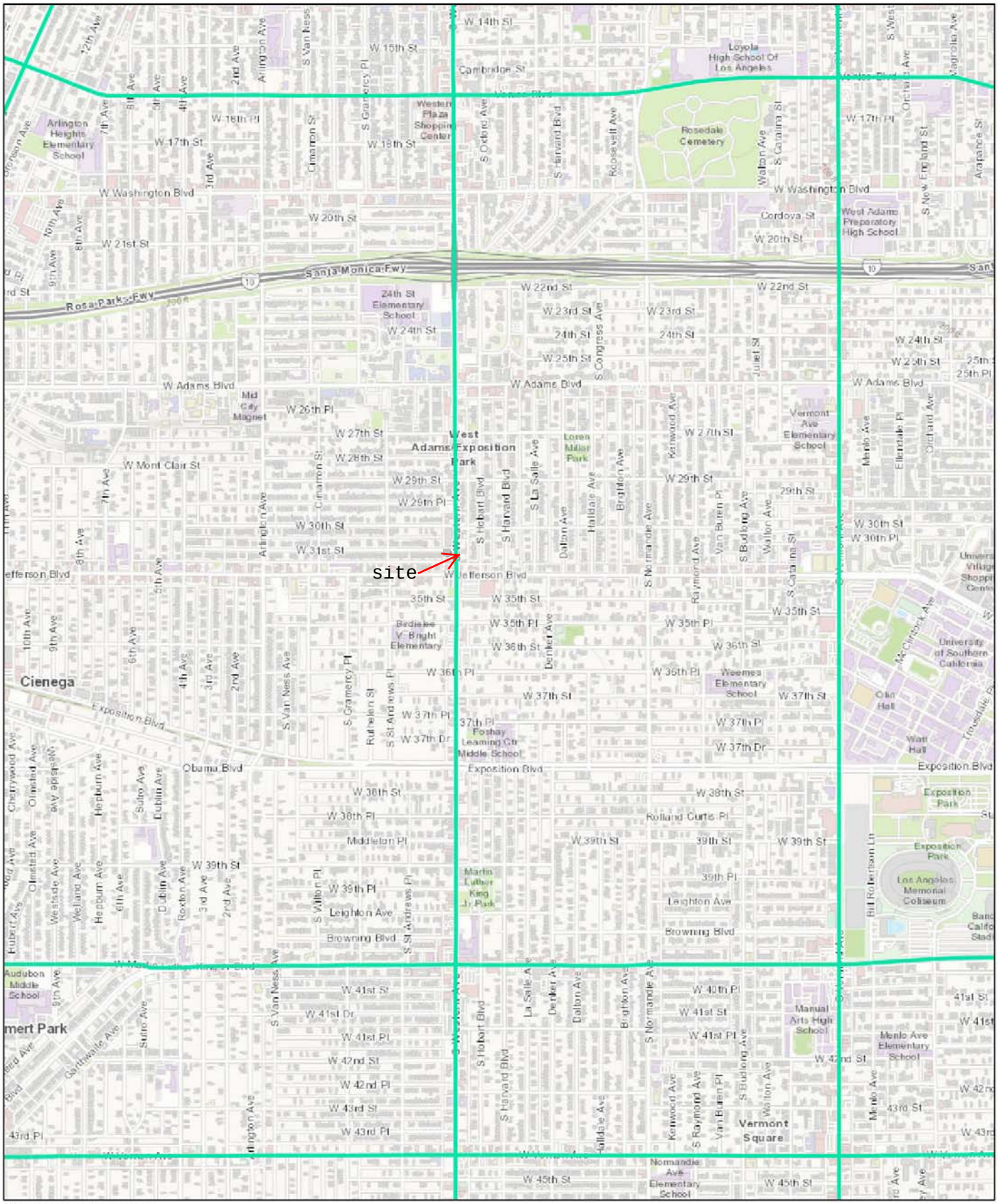
0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Los Angeles Department of City Planning

TRANSIT ENHANCED AREA


site
W Jefferson Blvd
W Adams Blvd
W Washington Blvd
W 23rd St
W 24th St
W 25th St
W 26th Pl
W 27th St
W 28th St
W 29th St
W 29th Pl
W 30th St
W 31st St
W 35th St
W 35th Pl
W 36th St
W 36th Pl
W 37th St
W 37th Pl
W 37th Dr
W 38th St
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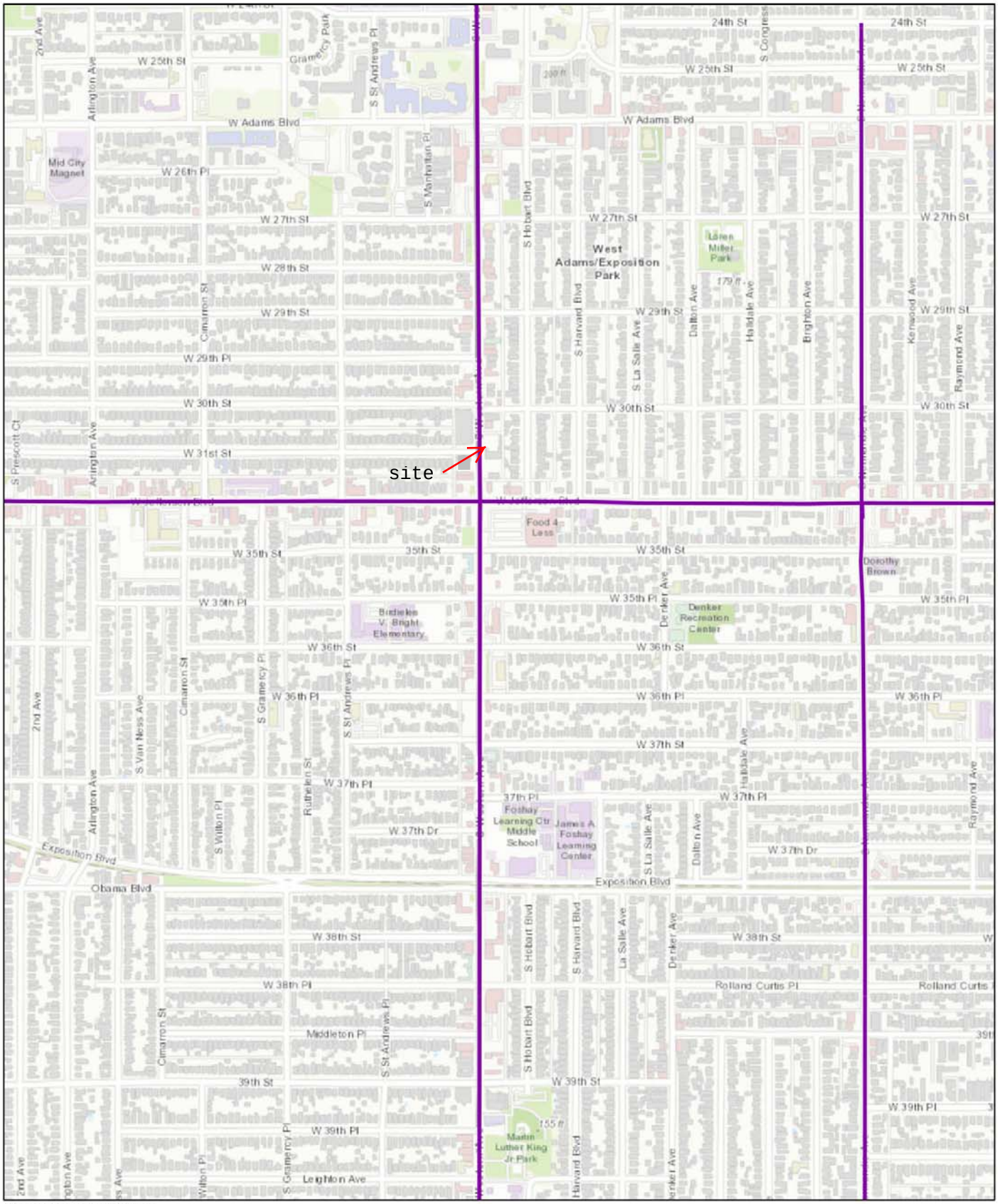
W 43rd Pl
W 45th St
W 14th St
W 15th St
W 16th Pl
W 17th St
W 18th St
W 20th St
W 21st St
W 22nd St
Cambridge St
Exposition Blvd
Obama Blvd
Leighton Ave
Browning Blvd
Middleton Pl
Rolland Curtis Pl
Cordova St
Santa Monica Fwy
Rosa Parks Fwy
Cienega
West Adams Preparatory High School
Loyola High School Of Los Angeles
Rosedale Cemetery
Western Plaza Shopping Center
24th St Elementary School
Mid City Magnet
West Adams Exposition Park
Loren Miller Park
Vermont Ave Elementary School
Birdielee V. Bright Elementary
Weemes Elementary School
University of Southern California
Foshay Learning Ctr Middle School
Martin Luther King Jr. Park
Los Angeles Memorial Coliseum
Exposition Park
Manual Arts High School
Vermont Square
Menlo Ave Elementary School
Normandie Ave Elementary School
Audubon Middle School
Arlington Heights Elementary School
Cinnamon St
S Van Ness Ave
S Gramercy Pl
S Orchard Ave
S Harvard Blvd
S Roosevelt Ave
S Catalina St
S New England St
S Arapahoe St
S Hobart Blvd
S La Salle Ave
S Denker Ave
S Dalton Ave
S Brighton Ave
S Normandie Ave
S Raymond Ave
S Budlong Ave
S Western Ave
S Crenshaw Blvd
S Arlington Ave
S Rimpau Blvd
S Congress Ave
S Juliet St
S St Andrews Pl
S Van Buren Pl
S Kenwood Ave
S Halldale Ave
S Wilton Ave
S Orange Grove Ave
S Menlo Ave
S Ellendale Pl
S Bill Robertson Ln
S Hoover St
S Vermont Ave
S Normandie Ave
S Western Ave
S Arlington Ave
S Van Ness Ave
S Gramercy Pl
S St Andrews Pl
S Rutherford St
S Victoria Ave
S Wilton Pl
S Rimpau Blvd
S Crenshaw Blvd

HIGH INJURY NETWORK



High Injury Network

1:9,028

0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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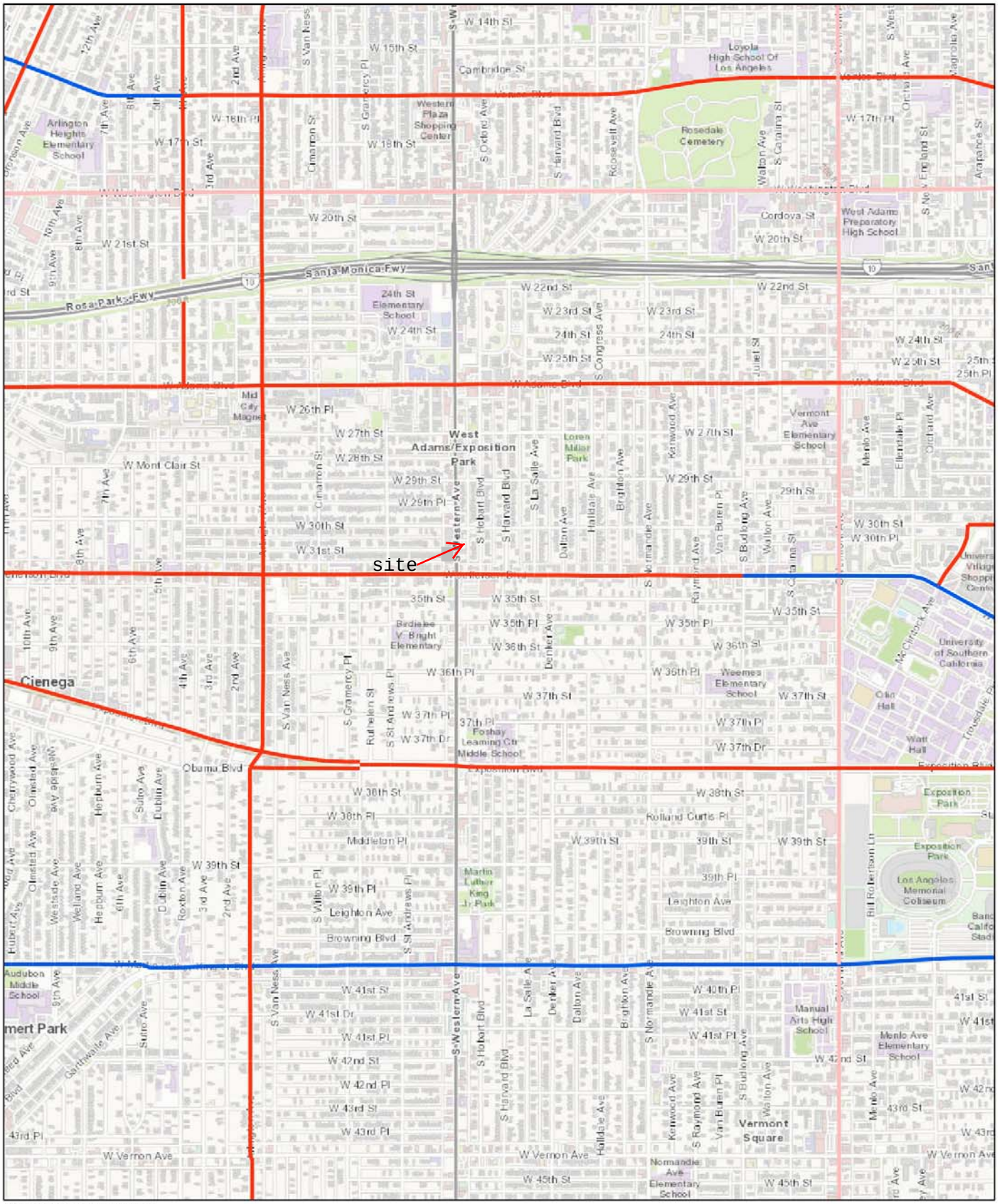
BICYCLE NETWORK



Bicycle Network

- Tier 1 (BEN)
- Tier 2 (BLN)
- Tier 3 (BLN)

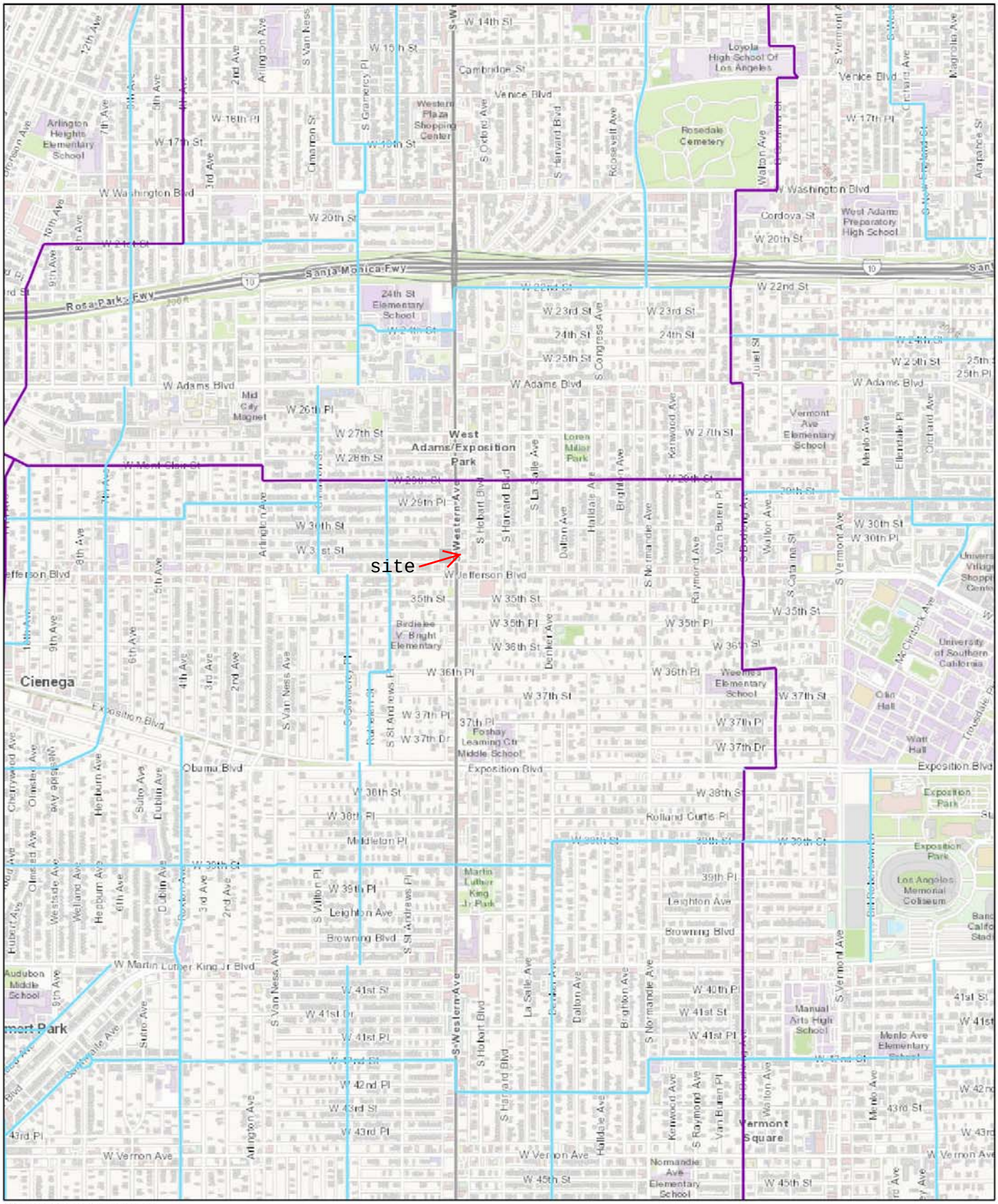
1:18,056

0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

NEIGHBORHOOD ENHANCED NETWORK



Neighborhood Network (NEN)

- Tier 1 NEN
- Tier 2 NEN

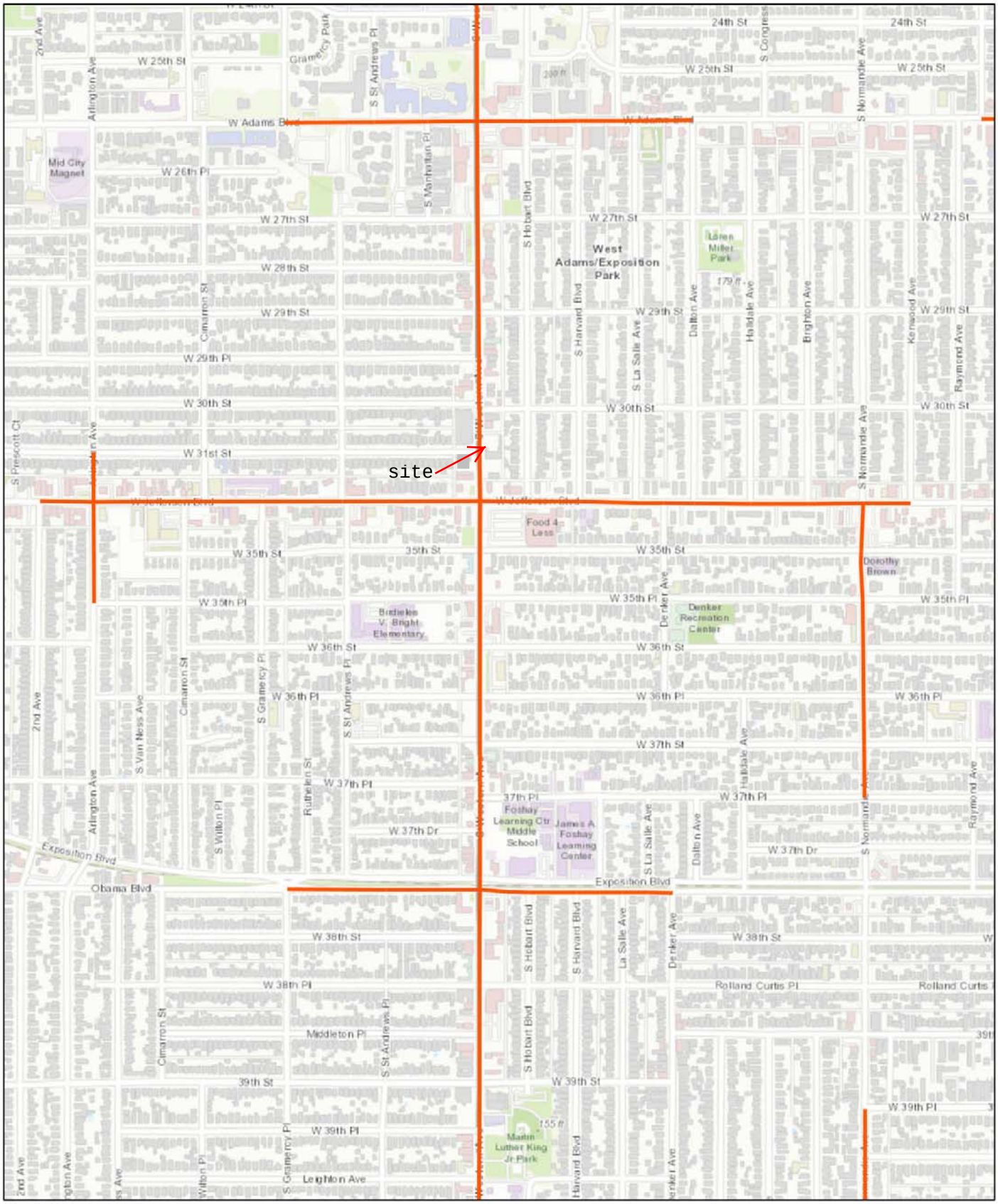
1:18,056

0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

PEDESTRIAN ENHANCED NETWORK



Pedestrian Enhanced Districts (PEDs)

1:9,028

0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Los Angeles Department of City Planning

LIBRARY, SHCOOLS & PARKS

Library

Schools

Schools

Parks

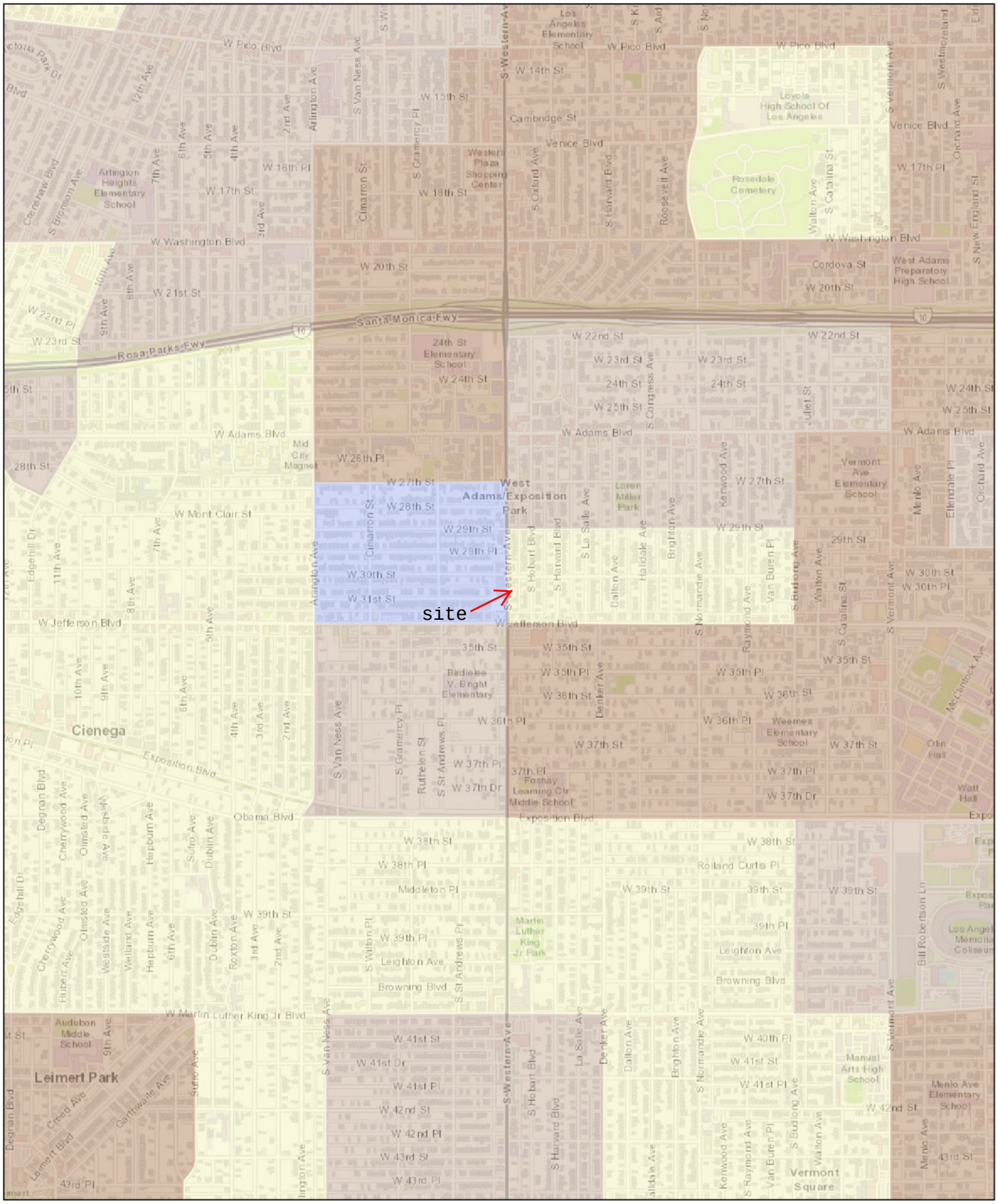
1:9,028

0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

WALKABILITY



Walkability Index

- Medium Walkability
- High Walkability

1:18,056

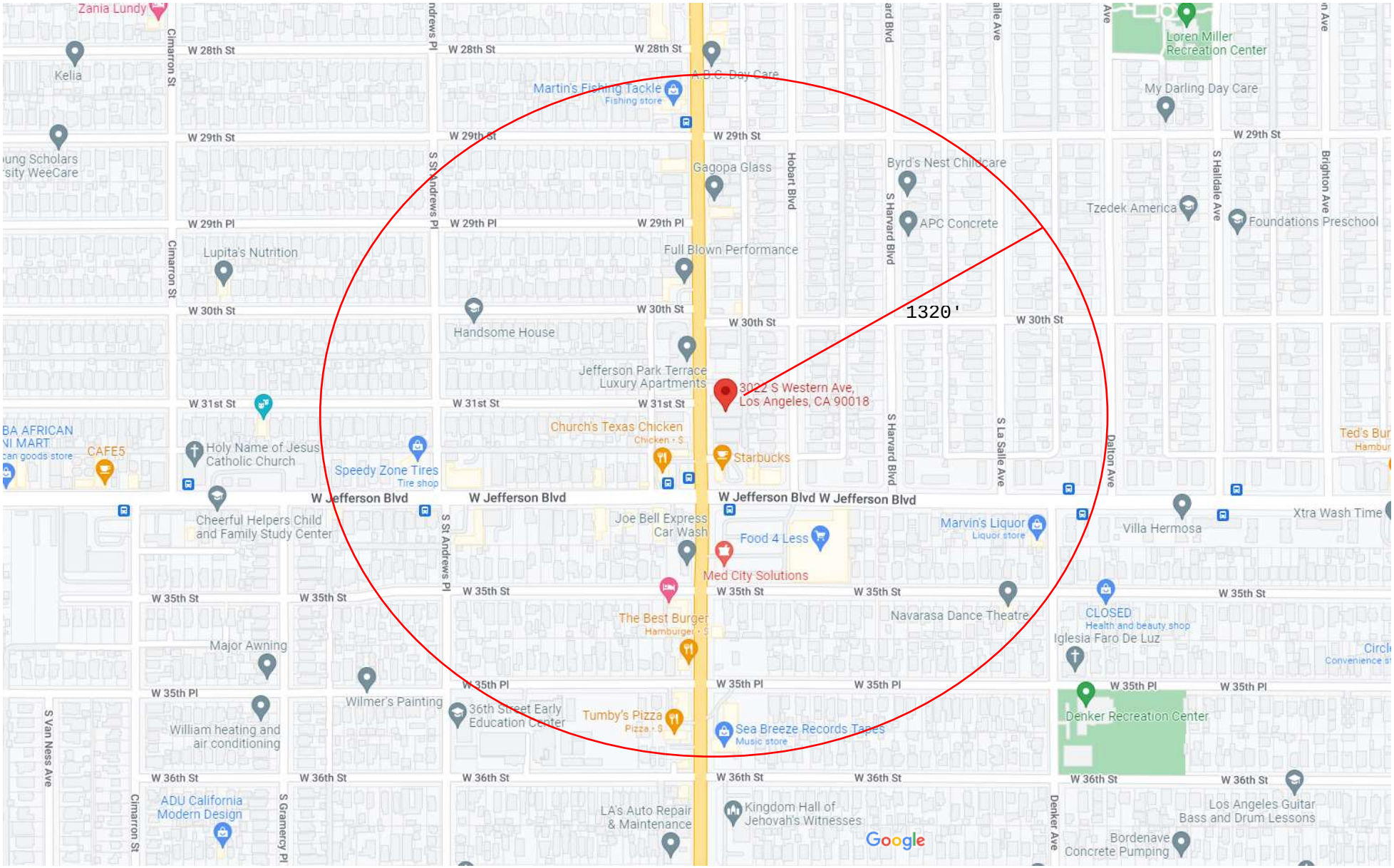
0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Los Angeles Department of City Planning

Google Maps 3022 S Western Ave



Map data ©2022 Google 200 ft

Venues within 1,320'

	Appx. Distance	Address	Hours
School			
Holy Name of Jesus School	1300'	1955 W Jefferson Bl	
Birdielee V. Bright Elementary	1320'	1771 W 36th St	
Child Care			
Byrds Nest Child Care	930'	2914 S Harvard Bl	until 6PM
ABC Day Care	1200'	2806 S Western Av	24 Hours
Mama Kris Child Care	420'	2041 W 31st St	24 Hours
Grocery			
Food for Less	350'	1748 W Jefferson Bl	Until 12am
Med Facilities			
Adult & Child Dentist	1300'	2822 S Western Av	unitl 5PM
Senior Facilities			
SH Congregate Care	1250'	2722 S Western Av	24 hours

APPENDIX B

Community Plan Land Use Map

South Los Angeles Community Plan

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

Land Use - *Corresponding Zones*

Low Density Residential
- Low II - *R1*
- Low Medium I - *R2,RD3*

Multiple Family Residential
- Low Medium II - *RD1.5,RD2,RZ2.5*
- Medium - *R3*
- High Medium

Commercial
- Neighborhood Commercial - *CR,C1,C1.5,C2,C4,RAS3,R3*
- Community Commercial - *C2,C4,RAS3,R3,RAS4,R4*

Industrial
- Hybrid Industrial - *CM*
- Limited Industrial - *MR1,M1*
- Light Industrial - *MR2,M2*

Open Space; Public Facilities
- Open Space - *OS,A1*
- Public Facilities - *PF*
- Public Facilities - Freeways

Utility Lines
- Department of Water and Power Lines

Special Boundary
- Figueroa Street Corridor; Planned Development

Service Systems

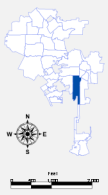
- Animal Shelter
- Cemetery
- Community Library
- Community Park
- Cultural/Historical Site
- Fire Station
- Health Center/Hospital
- MTA Station
- Maintenance Yard
- Neighborhood Park
- Pocket Park
- Police Station
- Power Distribution Station
- Power Receiving Station
- Private Elementary School
- Private Senior High
- Private Special School
- Public Elementary School
- Public Golf Course
- Public Junior High
- Public Senior High
- Regional Library
- Regional Park
- Special School Facility

PLAN FOOTNOTES

1. 100% commercial projects located on Community Commercial-designated properties on Figueroa Street and Flower Street (north of Martin Luther King Jr. Boulevard) shall be limited to the existing Height District 1 or 1L and a 1.5:1 FAR. However, hotels and mixed-use (residential/commercial) developments may be designated Height District 2D, provided that the City approves the corresponding zone change to establish the Height District 2D, and provided that no such development exceeds a maximum total floor area ratio (FAR) of 3:1. An additional FAR of 1.5:1, for a maximum total FAR of 4.5:1, may be granted for mixed- use projects that, 1) set aside dwelling units in accordance with LAMC Section 11.5.11. for affordable housing , or 2) for projects reserved for and designed primarily to house students and/or students and their families. Commercial uses in such mixed-use projects shall comprise no less than 0.5 and no more than 0.9 FAR. 100% residential development shall not be permitted.

ADMINISTRATIVE NOTES

1. Symbols, local streets and freeways are shown for reference only.
2. Bikeways are shown on maps contained in the City's Mobility Plan 2035, an Element of the General Plan, which was adopted by the City Council on August 11, 2015.
3. A complete list of designated historic -cultural monuments is available at the Office of Historic Resources (OHR). OHR also maintains a list of potential historic resources identified through SurveyLA (The Los Angeles Historic Resources Survey) or other historic resources surveys as eligible for designation under local, state and federal designation programs.
4. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
5. Existing mobile home parks are consistent with the Plan. Future mobile home parks shall be consistent with the Plan when developed in the RMP Zone.
6. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.



Council file No. 17-1326
Case No. CPC-2009-1982-CPU
Adopted date: November 22, 2017
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Source(s): Los Angeles Department of City Planning.

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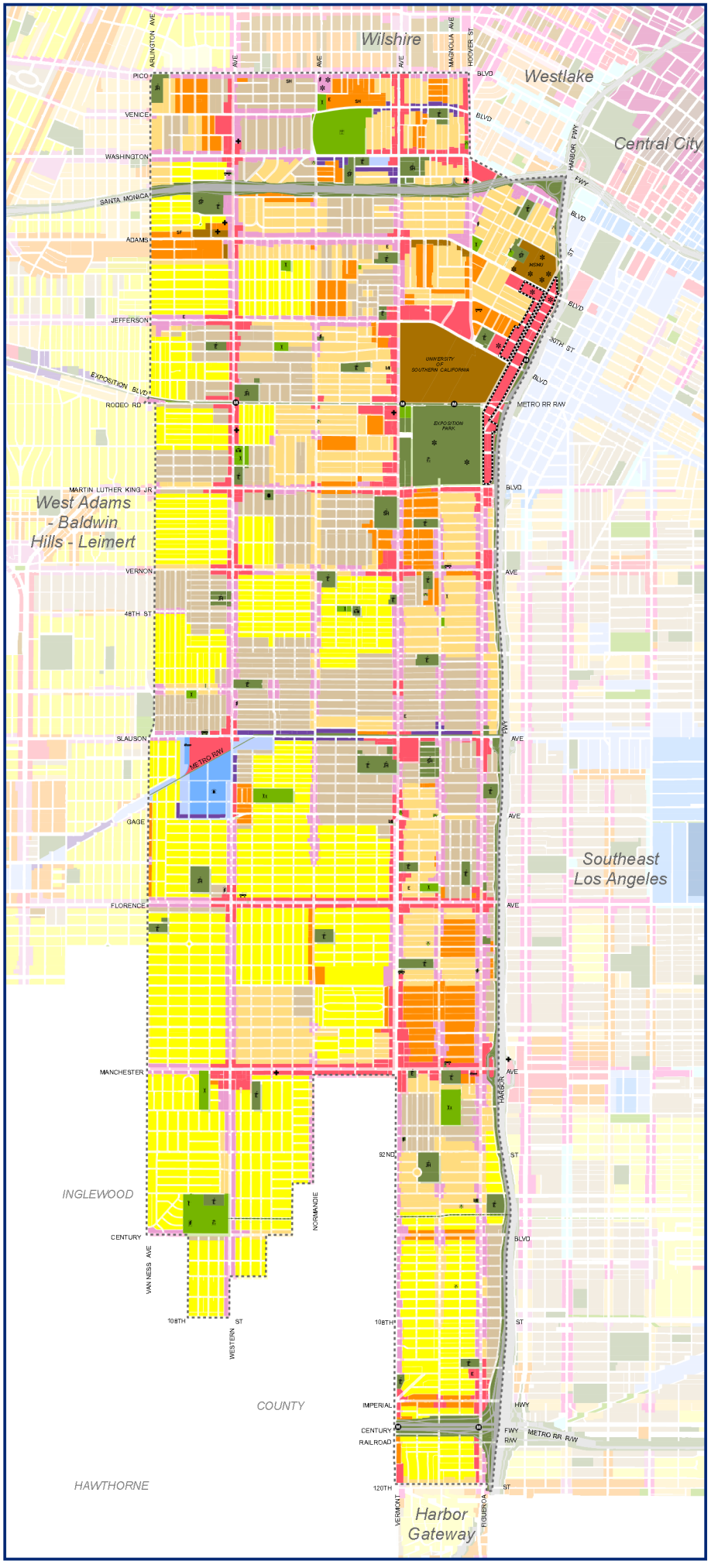


APPENDIX C

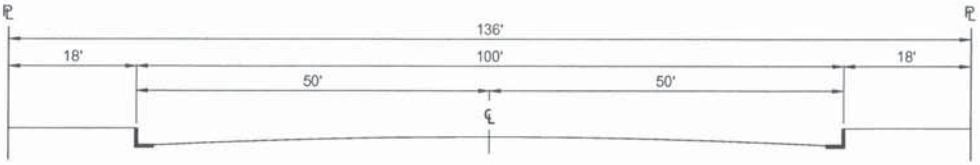
Street Standards, Circulation & High Injury Network Map

Overland Traffic Consultants, Inc.

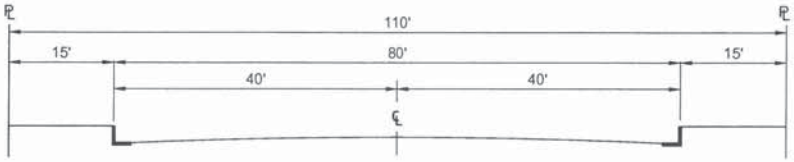
Street Designations and Standard Roadway Dimensions

Previous Designation	Previous Designated Dimensions	Example of Previous Built Dimensions	New Designation(s)	New Designated Dimensions (right-of-way/(Right-of-Way/Roadway widths, feet) Roadway widths, feet)
Major Highway Class I	(126/102)	(126/102)	Boulevard I	(136/100)
		(110/80)	Boulevard II	(110/80)
Major Highway Class II	(104/80)	(104/80)	Boulevard II	(110/80)
		(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
Secondary Highway (90/70)	(90/70)	(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
		(66/40)	Collector Street	(66/40)
Collector Street	(64/44)	(64/44)	Collector Street	(66/40)
Industrial Collector Street	(64/48)	(64/48)	Industrial Collector Street	(68/48)
Local Street	(60/36)	(60/36)	Local Standard	(60/36)
		(50/30)	Local Limited	(50/30)
Industrial Local	(60/44)	(60/44)	Industrial Local	(64/44)
Standard Walkway	10	10	Pedestrian Walkway	(10–25)
(New Designation)			Shared Street	(30' / 10')
(New Designation)			Access Roadway	(20 right-of-way)
Service Road	20	Various	One-Way Service Road – Adjoining Arterial Streets	(28–35/12 or 18)
			Bi-Directional Service Road – Adjoining Arterial Streets	(33–41/20 or 28)
Hillside Collector	(50/40)	(50/40)	Hillside Collector	(50/40)
Hillside Local	(44/36)	(44/36)	Hillside Local	(44/36)
Hillside Limited Standard	(36/28)	(36/28)	Hillside Limited Standard	(36/28)

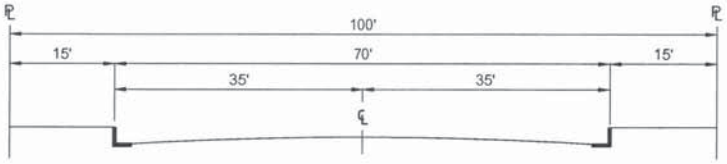
ARTERIAL STREETS



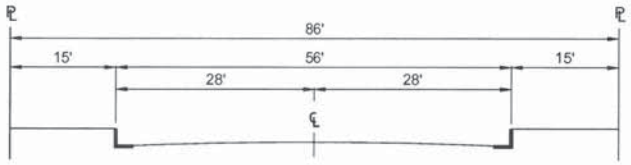
BOULEVARD I (MAJOR HIGHWAY CLASS I)



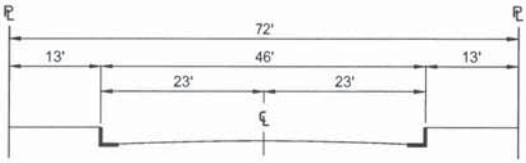
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

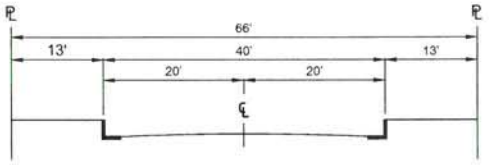
BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

--- DRAFT --- STANDARD STREET DIMENSIONS

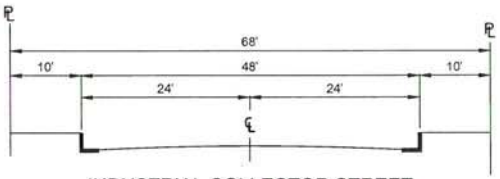
STANDARD PLAN S-470-1

PREPARED	SUBMITTED	APPROVED		SUPERSEDES	REFERENCES
HAMID MADANI, P.E. BUREAU OF ENGINEERING CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER DIRECTOR OF PLANNING DATE	REGISTERED PROFESSIONAL ENGINEER GARY LEE MOORE No. C-49446 Exp. CIVIL STATE OF CALIFORNIA	D-22549 S-470-0	
				VAULT INDEX NUMBER:	
				SHEET 1 OF 4 SHEETS	

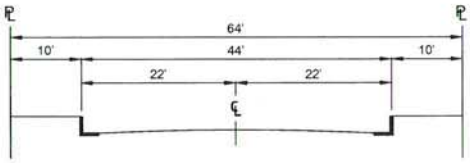
NON-ARTERIAL STREETS



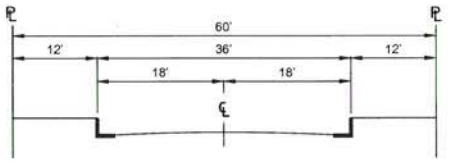
COLLECTOR STREET



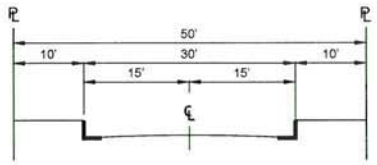
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

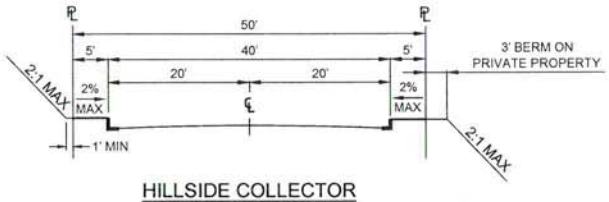


LOCAL STREET - STANDARD

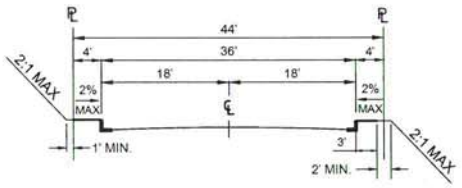


LOCAL STREET - LIMITED

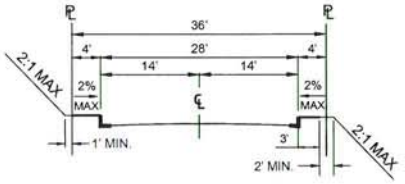
HILLSIDE STREETS



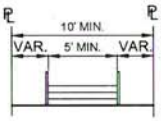
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD

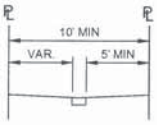


PUBLIC STAIRWAY

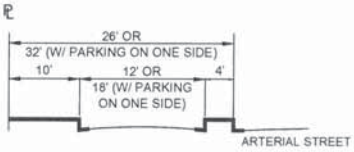
CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

OTHER PUBLIC RIGHTS-OF-WAY

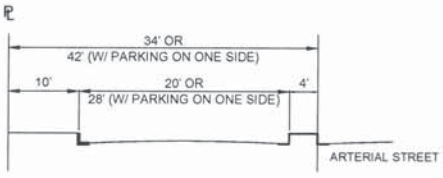
SHARED STREET



PEDESTRIAN WALKWAY

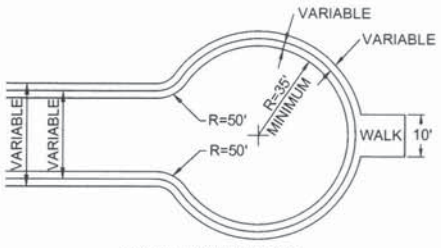


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

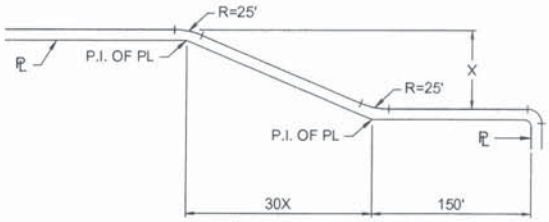
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

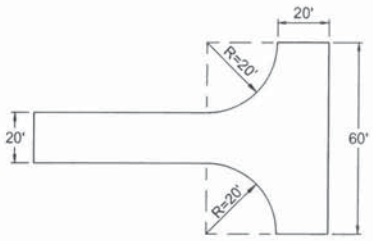
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

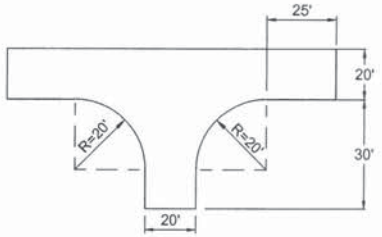


STANDARD FLARE SECTION
(PLAN VIEW)

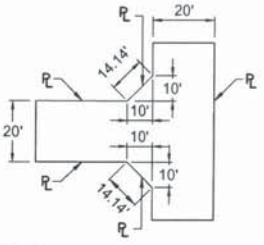
ALLEYS



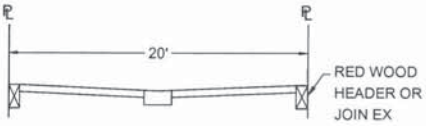
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 3 OF 4 SHEETS

APPENDIX D

Transit Routes

HILLS
PICO
Pico/Rimpau Transit Center
PICO
WESTERN
NORMANDIE
MacArthur
ALVARADO
7th St/Metro Center
Pico
Grand/ LATTC
LATTC/ Ortho Institute
San Pedro
VENICE
WASHINGTON
MID-CITY
431 437 R10
ADAMS
WEST ADAMS
Culver City
Washington/Fairfax Transit Hub
Jefferson
Buckingham
Expo/ Crenshaw
Expo/ Western
Expo Park/ USC
Jefferson/USC
Expo/ La Brea
Farmdale
Cienega/ Jefferson
La Cienega
College
Stevely
Nicolet
SANTA ROSALIA
LA BREA
Baldwin Hills Crenshaw Plaza
Martin Luther King Jr.
CRENSHAW
Exposition
Expo/ Vermont
ML KING JR
37th St/ USC
LEIMERT PARK
Leimert Park
Stocker
VERNON
42nd
41st
Jefferson
ADAMS
LADERA HEIGHTS
SLAUSON
54th
10th
Denker
CRENSHAW
55th
Hooper
BUCKINGH
110
LD

Monday through Friday

Effective Feb 20 2022

E Line (Expo)

Eastbound to Los Angeles (Approximate Times)

SANTA MONICA			WEST LOS ANGELES		CENTURY CITY	CULVER CITY	WESTV ADAMS			JEFFERSON PARK	EXPOSITION PARK			DOWNTOWN LOS ANGELES	
Downtown Santa Monica	17th St/SMC	26th St/ Bergamot	Expo/Bundy	Exp/Sepulveda	Westwood/ Rancho Park	Palms	Culver City	La Cienega/ Jefferson	Expo/La Brea	Farmdale	Expo/Crenshaw	Expo/Western	Expo/Vermont	Expo Park/USC	Jefferson/USC	23rd Street	Pico	7th Street/ Metro Center
—	—	—	3:27A	3:29A	3:31A	3:35A	3:37A	3:39A	3:42A	3:44A	3:46A	3:50A	3:53A	3:54A	3:56A	3:58A	4:03A	4:05A
—	—	—	3:47	3:49	3:51	3:55	3:57	3:59	4:02	4:04	4:06	4:10	4:13	4:14	4:16	4:18	4:23	4:25
—	—	—	4:07	4:09	4:11	4:15	4:17	4:19	4:22	4:24	4:26	4:30	4:33	4:34	4:36	4:38	4:43	4:45
—	—	—	4:24	4:26	4:28	4:32	4:34	4:36	4:39	4:41	4:43	4:47	4:50	4:51	4:53	4:55	5:00	5:02
4:29A	4:31A	4:34A	4:37	4:39	4:41	4:45	4:47	4:49	4:52	4:54	4:56	5:00	5:03	5:04	5:06	5:08	5:13	5:15
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4:49	4:51	4:54	4:57	4:59	5:01	5:05	5:07	5:09	5:12	5:14	5:16	5:20	5:23	5:24	5:26	5:28	5:33	5:35
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Monday through Friday

E Line (Expo)

Westbound to Santa Monica (Approximate Times)

DOWNTOWN LOS ANGELES		EXPOSITION PARK		JEFFERSON PARK		WEST ADAMS		CULVER CITY	CENTURY CITY	WEST LOS ANGELES		SANTA MONICA		
7th Street/ Metro Center	Pico	23rd Street	Jefferson/USC	Expo Park/USC	Expo/Vermont	Expo/Western	Exp/Crenshaw	Farmdale	Expo/La Brea	La Cienega/ Jefferson	Culver City	Palms	Westwood/ Rancho Park	Expo/Sepulveda	Expo/Bundy	26th St/ Bergamot	17th St/SMC	Downtown Santa Monica
4:00A	4:03A	4:07A	4:09A	4:11A	4:13A	4:16A	4:20A	4:22A	4:24A	4:27A	4:29A	4:31A	4:35A	4:37A	4:39A	4:43A	4:45A	4:47A
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9:33	9:36	9:40	9:42	9:44	9:46	9:49	9:53	9:55	9:57	10:00	10:02	10:04	10:08	10:10	10:12	10:16	10:18	10:20
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10:06	10:09	10:13	10:15	10:17	10:19	10:22	10:26	10:28	10:30	10:33	10:35	10:37	10:41	10

Saturday, Sunday and Holidays — E Line (Expo)

Effective Feb 20 2022

Eastbound to Los Angeles (Approximate Times)

SANTA MONICA			WEST LOS ANGELES	CENTURY CITY	CULVER CITY	WEST ADAMS			JEFFERSON PARK	EXPOSITION PARK			DOWNTOWN LOS ANGELES			
Downtown Santa Monica	17th St/SMC	26th St/ Bergamot	Expo/Bundy	Expo/Sepulveda	Westwood/ Rancho Park	Palms	Culver City	La Cienega/ Jefferson	Expo/La Brea	Farmdale	Expo/Crenshaw	Expo/Western	Expo/Vermont	Expo Park/USC	Jefferson/USC	23rd Street	Pico	7th Street/ Metro Center
—	—	—	3:27A	3:29A	3:31A	3:35A	3:37A	3:39A	3:42A	3:44A	3:46A	3:50A	3:53A	3:54A	3:56A	3:58A	4:03A	4:05A
—	—	—	3:47	3:49	3:51	3:55	3:57	3:59	4:02	4:04	4:06	4:10	4:13	4:14	4:16	4:18	4:23	4:25
—	—	—	4:07	4:09	4:11	4:15	4:17	4:19	4:22	4:24	4:26	4:30	4:33	4:34	4:36	4:38	4:43	4:45
—	—	—	4:27	4:29	4:31	4:35	4:37	4:39	4:42	4:44	4:46	4:50	4:53	4:54	4:56	4:58	5:03	5:05
4:39A	4:43A	4:44A	4:47	4:49	4:51	4:55	4:57	4:59	5:02	5:04	5:06	5:10	5:13	5:14	5:16	5:18	5:23	5:25
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Saturday, Sunday and Holidays — E Line (Expo)

Westbound to Santa Monica (Approximate Times)

DOWNTOWN LOS ANGELES		EXPOSITION PARK		JEFFERSON PARK			WEST ADAMS			CULVER CITY	CENTURY CITY	WEST LOS ANGELES			SANTA MONICA		
7th Street/ Metro Center	Pico	23rd Street	Jefferson/USC	Expo Park/USC	Expo/Vermont	Expo/Western	Expo/Crenshaw	Farmdale	Expo/La Brea	La Cienega/ Jefferson	Culver City	Palms	Westwood/ Rancho Park	Expo/Sepulveda	Expo/Bundy	26th St/ Bergamot	17th St/SMC	Downtown Santa Monica
4:00A	4:03A	4:07A	4:09A	4:11A	4:13A	4:16A	4:20A	4:22A	4:24A	4:27A	4:29A	4:31A	4:35A	4:37A	4:39A	4:43A	4:45A	4:47A
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5:55	5:58	6:02	6:04	6:06	6:08	6:11	6:15	6:17	6:19	6:22	6:24	6:26	6:30	6:32	6:34	6:38	6:40	6:42
6:15	6:18	6:22	6:24	6:26	6:28	6:31	6:35	6:37	6:39	6:42	6:44	6:46	6:50	6:52	6:54	6:58	7:00	7:02
6:35	6:38	6:42	6:44	6:46	6:48	6:51	6:55	6:57	6:59	7:02	7:04	7:06	7:10	7:12	7:14	7:18	7:20	7:22
6:55	6:58	7:02	7:04	7:06	7:08	7:11	7:15	7:17	7:19	7:22	7:24	7:26	7:30	7:32	7:34	7:38	7:40	7:42
7:15	7:18	7:22	7:24	7:26	7:28	7:31	7:35	7:37	7:39	7:42	7:44	7:46	7:50	7:52	7:54	7:58	8:00	8:02
7:35	7:38	7:42	7:44	7:46	7:48	7:51	7:55	7:57	7:59	8:02	8:04	8:06	8:10	8:12	8:14	8:18	8:20	8:22
7:55	7:58	8:02	8:04	8:06	8:08	8:11	8:15	8:17	8:19	8:22	8:24	8:26	8:30	8:32	8:34	8:38	8:40	8:42
8:15	8:18	8:22	8:24	8:26	8:28	8:31	8:35	8:37	8:39	8:42	8:44	8:46	8:50	8:52	8:54	8:58	9:00	9:02
8:35	8:38	8:42	8:44	8:46	8:48	8:51	8:55	8:57	8:59	9:02	9:04	9:06	9:10	9:12	9:14	9:18	9:20	9:22
8:51	8:54	8:58	9:00	9:02	9:04	9:07	9:11	9:13	9:15	9:18	9:20	9:22	9:26	9:28	9:30	9:34	9:36	9:38
9:03	9:06	9:10	9:12	9:14	9:16	9:19	9:23	9:25	9:27	9:30	9:32	9:34	9:38	9:40	9:42	9:46	9:48	9:50
9:15	9:18	9:22	9:24	9:26	9:28	9:31	9:35	9:37	9:39	9:42	9:44	9:46	9:50	9:52	9:54	9:58	10:00	10:02
9:27	9:30	9:34	9:36	9:38	9:40	9:43	9:47	9:49	9:51	9:54	9:56	9:58	10:02	10:04	10:06	10:10	10:12	10:14
9:39	9:42	9:46	9:48	9:50	9:52	9:55	9:59	10:01	10:03	10:06	10:08	10:10	10:14	10:16	10:18	10:22	10:24	10:26
9:51	9:54	9:58	10:00	10:02	10:04	10:07	10:11	10:13	10:15	10:18	10:20	10:22	10:26	10:28	10:30	10:34	10:36	10:38
10:03	10:06	10:10	10:12	10:14	10:16	10:19	10:23	10:25	10:27	10:30	10:32	10:34	10:38	10:40	10:42	10:46	10:48	10:50
10:15	10:18	10:22	10:24	10:26	10:28	10:31	10:35	10:37	10:39	10:42	10:44	10:46	10:50	10:52	10:54	10:58	11:00	11:02
10:27	10:30	10:34	10:36	10:38	10:40	10:43	10:47	10:49	10:51	10:54	10:56	10:58	11:02	11:04	11:06	11:10	11:12	11:14
10:39	10:42	10:46	10:48	10:50	10:52	10:55	10:59	11:01	11:03	11:06	11:08	11:10	11:14	11:16	11:18	11:22	11:24	11:26
10:51	10:54	10:58	11:00	11:02	11:04	11:07	11:11	11:13	11:15	11:18	11:20	11:22	11:26	11:28	11:30	11:34	11:36	11:38
11:03	11:06	11:10	11:12	11:14	11:16	11:19	11:23	11:25	11:27	11:30	11:32	11:34	11:38	11:40	11:42	11:46	11:48	11:50
11:15	11:18	11:22	11:24	11:26	11:28	11:31	11:35	11:37	11:39	11:42	11:44	11:46	11:50	11:52	11:54	11:58	11:59	12:02P
11:27	11:30	11:34	11:36	11:38	11:40	11:43	11:47	11:49	11:51	11:54	11:56	11:58	12:02P	12:04P	12:06P	12:10P	12:12P	12:14
11:39	11:42	11:46	11:48	11:50	11:52	11:55	11:59	12:01P	12:03P	12:06P	12:08P	12:10P	12:14	12:16	12:18	12:22	12:24	12:26
11:51	11:54	11:58	11:59	12:02P	12:04P	12:07P	12:11P	12:13	12:15	12:18	12:20	12:22	12:26	12:28	12:30	12:34	12:36	12:38
12:03P	12:06P	12:10P	12:12P	12:14	12:16	12:19	12:23	12:25	12:27	12:30	12:32	12:34	12:38	12:40	12:42	12:46	12:48	12:50
12:15	12:18	12:22	12:24	12:26	12:28	12:31	12:35	12:37	12:39	12:42	12:44	12:46	12:50	12:52	12:54	12:58	1:00	1:02
12:27	12:30	12:34	12:36	12:38	12:40	12:43	12:47	12:49	12:51	12:54	12:56	12:58	1:02	1:04	1:06	1:10	1:12	1:14
12:39	12:42	12:46	12:48	12:50	12:52	12:55	12:59	1:01	1:03	1:06	1:08	1:10	1:14	1:16	1:18	1:22	1:24	1:26
12:51	12:54	12:58	1:00	1:02	1:04	1:07	1:11	1:13	1:15	1:18	1:20	1:22	1:26	1:28	1:30	1:34	1:36	1:38
1:03	1:06	1:10	1:12	1:14	1:16	1:19	1:23	1:25	1:27	1:30	1:32	1:34	1:38	1:40	1:42	1:46	1:48	1:50
1:15	1:18	1:22	1:24	1:26	1:28	1:31	1:35	1:37	1:39	1:42	1:44	1:46	1:50	1:52	1:54	1:58	2:00	2:02
1:27	1:30	1:34	1:36	1:38	1:40	1:43	1:47	1:49	1:51	1:54	1:56	1:58	2:02	2:04	2:06	2:10	2:12	2:14
1:39	1:42	1:46	1:48	1:50	1:52	1:55	1:59	2:01	2:03	2:06	2:08	2:10	2:14	2:16	2:18	2:22	2:24	2:26
1:51	1:54	1:58	2:00	2:02	2:04	2:07	2:11	2:13	2:15	2:18	2:20	2:22	2:26	2:28	2:30	2:34	2:36	2:38
2:03	2:06	2:10	2:12	2:14	2:16	2:19	2:23	2:25	2:27	2:30	2:32	2:34	2:38	2:40	2:42	2:46	2:48	2:50
2:15	2:18	2:22	2:24	2:26	2:28	2:31	2:35	2:37	2:39	2:42	2:44	2:46	2:50	2:52	2:54	2:58	3:00	3:02
2:27	2:30	2:34	2:36	2:38	2:40	2:43	2:47	2:49	2:51	2:54	2:56	2:58	3:02	3:04	3:06	3:10	3:12	3:14
2:39	2:42	2:46	2:48	2:50	2:52	2:55	2:59	3:01	3:03	3:06	3:08	3:10	3:14	3:16	3:18	3:22	3:24	3:26
2:51	2:54	2:58	3:00	3:02	3:04	3:07	3:11	3:13	3:15	3:18	3:20	3:22	3:26	3:28	3:30	3:34	3:36	3:38
3:03	3:06	3:10	3:12	3:14	3:16	3:19	3:23	3:25	3:27	3:30	3:32	3:34	3:38	3:40	3:42	3:46	3:48	3:50
3:

Monday through Friday

Effective Oct 23 2022

14

Eastbound *Al Este* [Approximate Times / *Tiempos Aproximados*]

BEVERLY GROVE	LOS ANGELES		DOWNTOWN LOS ANGELES		
1	2	4	5	7	8
San Vicente & Gracie Allen	Beverly & La Brea	Vermont / Beverly Station	1st & Beaudry B	Grand & Venice	Adams & Figueroa
5:13A	5:21A	5:32A	5:41A	5:51A	5:56A
5:28	5:36	5:47	5:56	6:06	6:13
5:41	5:49	6:00	6:11	6:21	6:28
5:54	6:02	6:14	6:25	6:36	6:43
6:04	6:13	6:25	6:36	6:48	6:55
6:14	6:23	6:35	6:47	6:59	7:06
6:25	6:34	6:46	6:58	7:10	7:17
6:35	6:44	6:56	7:09	7:21	7:28
6:44	6:53	7:06	7:20	7:32	7:39
6:53	7:02	7:17	7:31	7:43	7:50
7:03	7:12	7:27	7:41	7:53	8:00
7:14	7:23	7:38	7:52	8:05	8:12
7:19	7:28	7:43	7:57	8:11	—
7:24	7:33	7:48	8:02	8:16	8:23
7:28	7:38	7:53	8:07	8:21	—
7:33	7:43	7:58	8:12	8:26	8:33
7:43	7:53	8:08	8:22	8:36	8:43
7:53	8:03	8:18	8:32	8:46	8:53
8:04	8:14	8:29	8:42	8:56	9:03
8:15	8:25	8:40	8:53	9:07	9:14
8:27	8:38	8:53	9:06	9:20	9:27
8:40	8:51	9:06	9:19	9:33	9:41
8:55	9:06	9:21	9:34	9:48	9:56
9:10	9:21	9:36	9:49	10:03	10:11
9:25	9:36	9:51	10:04	10:18	10:26
9:40	9:51	10:06	10:19	10:33	10:41
9:54	10:06	10:21	10:34	10:48	10:56
10:08	10:21	10:36	10:49	11:03	11:11
10:23	10:36	10:51	11:04	11:19	11:27
10:38	10:51	11:06	11:19	11:34	11:42
10:52	11:05	11:21	11:34	11:49	11:57
11:07	11:20	11:36	11:49	12:04P	12:12P
11:22	11:35	11:51	12:04P	12:19	12:27
11:36	11:50	12:06P	12:19	12:34	12:42
11:51	12:05P	12:21	12:34	12:49	12:57
12:05P	12:20	12:36	12:49	1:04	1:12
12:20	12:35	12:51	1:04	1:19	1:27
12:35	12:50	1:06	1:19	1:34	1:42
12:50	1:05	1:21	1:34	1:49	1:57
1:04	1:20	1:36	1:49	2:04	2:12
1:18	1:34	1:51	2:04	2:19	2:27
1:32	1:49	2:06	2:19	2:34	2:42
1:45	2:02	2:20	2:33	2:48	2:56
1:56	2:14	2:32	2:45	3:00	3:08
2:07	2:25	2:43	2:56	3:11	3:19
2:18	2:36	2:54	3:07	3:22	3:30
2:28	2:46	3:04	3:18	3:33	3:41
2:38	2:56	3:15	3:29	3:44	3:52
2:49	3:07	3:26	3:40	3:55	4:03
3:00	3:18	3:37	3:51	4:06	4:14
3:11	3:29	3:48	4:02	4:17	4:25
3:21	3:40	3:59	4:13	4:28	4:36
3:31	3:50	4:09	4:23	4:37	4:45
3:41	4:00	4:19	4:33	4:46	4:54
3:51	4:10	4:29	4:43	4:56	5:04
4:01	4:20	4:39	4:53	5:06	5:13
4:11	4:30	4:49	5:03	5:16	5:23
4:21	4:40	4:59	5:13	5:26	5:33
4:31	4:50	5:09	5:23	5:36	5:43
4:41	5:00	5:19	5:33	5:46	5:53
4:53	5:12	5:31	5:45	5:58	6:05
5:05	5:24	5:43	5:57	6:10	6:17
5:17	5:36	5:55	6:09	6:22	6:29
5:33	5:52	6:10	6:23	6:36	6:43
5:49	6:07	6:25	6:38	6:51	6:58
6:05	6:22	6:40	6:53	7:06	7:13
6:21	6:37	6:55	7:08	7:21	7:28
6:36	6:52	7:10	7:23	7:36	7:42
6:55	7:11	7:29	7:42	7:55	8:01
7:22	7:37	7:54	8:07	8:20	8:26
7:50	8:04	8:19	8:32	8:44	8:50
8:21	8:34	8:49	B 9:01	9:16	9:22
9:24	9:36	9:50	B 10:01	10:16	10:21
10:29	10:39	10:51	B 11:01	11:16	11:21
11:31	11:40	11:52	B 12:01A	12:16A	12:21A
12:33A	12:41A	12:52A	B 1:01	1:16	1:21

Westbound *Al Oeste* [Approximate Times]

DOWNTOWN LOS ANGELES		LOS ANGELES		BEVERLY GROVE
9	5	4	2	1
HILL & Adams G	1st & Beaudry	Vermont / Beverly Station	Beverly & La Brea	San Vicente & Gracie Allen
4:51A	5:06A	5:16A	5:26A	5:35A
5:24	5:39	5:51	6:01	6:11
5:37	5:52	6:04	6:15	6:25
5:50	6:05	6:17	6:28	6:39
6:02	6:18	6:30	6:43	6:54
6:15	6:31	6:44	6:57	7:09
6:27	6:44	6:57	7:10	7:22
6:39	6:56	7:09	7:22	7:34
6:51	7:08	7:21	7:35	7:47
7:02	7:20	7:33	7:49	8:01
7:13	7:31	7:45	8:01	8:13
7:24	7:42	7:56	8:12	8:24
7:35	7:53	8:07	8:23	8:35
7:45	8:03	8:17	8:33	8:46
7:55	8:13	8:27	8:43	8:56
8:05	8:23	8:38	8:54	9:07
8:16	8:34	8:49	9:05	9:18
8:26	8:45	9:00	9:15	9:28
8:37	8:56	9:11	9:26	9:40
8:49	9:08	9:23	9:38	9:52
9:01	9:20	9:35	9:50	10:04
9:16	9:35	9:50	10:05	10:19
9:31	9:50	10:05	10:20	10:34
9:46	10:05	10:19	10:34	10:48
10:01	10:20	10:34	10:49	11:03
10:16	10:35	10:49	11:04	11:18
10:31	10:50	11:04	11:19	11:33
10:46	11:05	11:19	11:34	11:48
11:01	11:20	11:34	11:49	12:03P
11:16	11:35	11:49	12:04P	12:18
11:31	11:50	12:04P	12:19	12:33
11:46	12:05P	12:19	12:34	12:48
12:01P	12:20	12:34	12:49	1:03
12:16	12:35	12:49	1:04	1:18
12:31	12:50	1:04	1:19	1:33
12:46	1:05	1:19	1:34	1:48
1:01	1:20	1:34	1:49	2:03
1:16	1:35	1:49	2:04	2:18
1:31	1:50	2:04	2:19	2:33
1:46	2:05	2:19	2:34	2:48
2:01	2:20	2:34	2:49	3:03
2:15	2:34	2:47	3:02	3:16
2:29	2:48	3:01	3:16	3:30
2:41	3:00	3:13	3:28	3:42
2:53	3:12	3:25	3:40	3:54
3:05	3:24	3:37	3:52	4:06
3:17	3:36	3:49	4:04	4:18
3:28	3:47	4:00	4:15	4:29
3:39	3:58	4:11	4:26	4:40
3:50	4:09	4:22	4:37	4:51
4:00	4:20	4:33	4:48	5:02
4:11	4:31	4:44	4:59	5:13
4:22	4:42	4:55	5:10	5:24
4:33	4:53	5:06	5:21	5:35
4:44	5:04	5:17	5:32	5:45
4:55	5:15	5:28	5:42	5:55
5:06	5:26	5:39	5:53	6:06
5:17	5:37	5:50	6:04	6:17
5:28	5:48	6:01	6:15	6:28
5:39	5:59	6:12	6:26	6:38
5:50	6:10	6:23	6:37	6:49
6:03	6:22	6:35	6:48	7:00
6:20	6:38	6:50	7:03	7:15
6:41	6:58	7:10	7:23	7:35
7:01	7:18	7:30	7:42	7:53
7:31	7:48	8:00	8:12	8:23
8:01	8:18	8:30	8:42	8:53
B 8:58	9:19	9:31	9:42	9:52
B 9:58	10:19	10:31	10:41	10:50
B 10:58	11:19	11:29	11:38	11:46
B 11:58	12:19A	12:29A	12:38A	12:46A

Saturday, Sunday and Holiday Schedule

14

Eastbound *Al Este* [Approximate Times / *Tiempos Aproximados*]

BEVERLY GROVE	LOS ANGELES		DOWNTOWN LOS ANGELES		
1	2	4	5	7	8
San Vicente & Gracie Allen	Beverly & La Brea	Vermont / Beverly Station	1st & Beaudry B	Grand & Venice	Adams & Figueroa
5:13A	5:21A	5:32A	5:41A	5:51A	5:56A
5:42	5:50	6:01	6:11	6:21	6:26
6:07	6:15	6:26	6:36	6:46	6:51
6:32	6:40	6:51	7:01	7:12	7:18
6:55	7:03	7:15	7:26	7:38	7:44
7:13	7:22	7:34	7:46	7:58	8:05
7:32	7:41	7:54	8:06	8:18	8:25
7:52	8:01	8:14	8:26	8:39	8:46
8:09	8:19	8:32	8:44	8:57	9:04
8:26	8:36	8:49	9:01	9:14	9:21
8:41	8:51	9:04	9:16	9:29	9:36
8:55	9:06	9:19	9:31	9:44	9:51
9:10	9:21	9:34	9:46	9:59	10:06
9:24	9:36	9:49	10:01	10:14	10:21
9:38	9:50	10:04	10:16	10:29	10:36
9:52	10:04	10:19	10:31	10:44	10:51
10:07	10:19	10:34	10:46	10:59	11:06
10:22	10:34	10:49	11:01	11:15	11:22
10:37	10:49	11:04	11:16	11:30	11:37
10:52	11:04	11:19	11:31	11:45	11:52
11:07	11:19	11:34	11:46	11:59	12:07P
11:22	11:34	11:49	12:01P	12:14P	12:21
11:36	11:47	12:04P	12:16	12:29	12:36
11:51	12:04P	12:19	12:31	12:44	12:51
12:04P	12:19	12:34	12:46	12:59	1:06
12:21	12:34	12:49	1:01	1:14	1:21
12:36	12:49	1:04	1:16	1:29	1:36
12:50	1:03	1:19	1:31	1:44	1:51
1:04	1:18	1:34	1:46	1:59	2:06
1:19	1:33	1:49	2:01	2:14	2:21
1:34	1:48	2:04	2:16	2:29	2:36
1:49	2:03	2:19	2:31	2:44	2:51
2:03	2:18	2:34	2:46	2:59	3:06
2:18	2:33	2:49	3:01	3:14	3:21
2:33	2:48	3:04	3:16	3:29	3:36
2:48	3:03	3:19	3:31	3:44	3:51
3:03	3:18	3:34	3:46	3:59	4:06
3:18	3:33	3:49	4:01	4:14	4:21
3:32	3:48	4:04	4:16	4:29	4:36
3:47	4:03	4:19	4:31	4:44	4:51
4:02	4:18	4:34	4:46	4:59	5:05
4:17	4:33	4:49	5:01	5:14	5:20
4:32	4:48	5:04	5:16	5:29	5:35
4:47	5:03	5:19	5:31	5:44	5:50
5:05	5:20	5:36	5:47	6:00	6:06
5:23	5:38	5:54	6:05	6:17	6:23
5:42	5:57	6:12	6:23	6:35	6:41
6:01	6:15	6:30	6:41	6:53	6:59
6:21	6:35	6:49	7:00	7:12	7:18
6:41	6:55	7:09	7:20	7:32	7:38
7:02	7:15	7:29	7:40	7:51	7:57
7:22	7:35	7:49	8:00	8:11	8:17
7:48	8:01	8:15	8:26	8:36	8:42
8:23	8:36	8:50	B 9:01	9:16	9:22
9:24	9:36	9:50	B 10:01	10:16	10:21
10:29	10:39	10:51	B 11:01	11:16	11:21
11:31	11:40	11:52	B 12:01A	12:16A	12:21A
12:33A	12:41A	12:52A	B 1:01	1:16	1:21

Westbound *Al Oeste* [Approximate Times]

DOWNTOWN LOS ANGELES		LOS ANGELES		BEVERLY GROVE
9	5	4	2	1
HILL & Adams G	1st & Beaudry	Vermont / Beverly Station	Beverly & La Brea	San Vicente & Gracie Allen
5:00A	5:14A	5:24A	5:34A	5:41A
5:50	6:04	6:15	6:25	6:33
6:25	6:39	6:50	7:00	7:08
6:45	6:59	7:11	7:22	7:30
7:03	7:19	7:31	7:43	7:52
7:22	7:38	7:50	8:02	8:11
7:40	7:56	8:09	8:21	8:30
7:58	8:14	8:27	8:39	8:50
8:16	8:32	8:45	8:57	9:08
8:33	8:50	9:03	9:16	9:27
8:51	9:08	9:21	9:34	9:45
9:09	9:26	9:39	9:53	10:04
9:26	9:43	9:56	10:10	10:21
9:41	9:58	10:11	10:25	10:36
9:56	10:13	10:26	10:40	10:51
10:11	10:28	10:41	10:55	11:06
10:25	10:43	10:56	11:10	11:21
10:41	10:59	11:12	11:26	11:37
10:56	11:14	11:27	11:41	11:52
11:11	11:29	11:42	11:56	12:07P
11:26	11:44	11:57	12:11P	12:22
11:41	11:59	12:12P	12:26	12:37
11:56	12:14P	12:27	12:41	12:52
12:11P	12:29	12:42	12:56	1:07
12:26	12:44	12:57	1:11	1:22
12:41	12:59	1:12	1:26	1:38
12:56	1:14	1:27	1:41	1:53
1:11	1:29	1:43	1:57	2:09
1:26	1:44	1:58	2:12	2:24
1:41	1:59	2:13	2:27	2:39
1:56	2:14	2:28	2:42	2:54
2:11	2:29	2:43	2:57	3:09
2:26	2:44	2:58	3:12	3:24
2:41	2:59	3:13	3:27	3:38
2:56	3:14	3:28	3:42	3:53
3:11	3:29	3:43	3:57	4:08
3:26	3:44	3:58	4:12	4:23
3:41	3:59	4:13	4:27	4:37
3:56	4:14	4:28	4:42	4:52
4:11	4:29	4:43	4:57	5:07
4:26	4:44	4:58	5:11	5:21
4:41	4:59	5:13	5:26	5:36
4:56	5:14	5:28	5:41	5:51
5:11	5:29	5:42	5:55	6:05
5:27	5:44	5:57	6:10	6:20
5:42	5:59	6:12	6:25	6:35
6:01	6:18	6:31	6:44	6:54
6:21	6:38	6:50	7:03	7:13
6:41	6:58	7:10	7:21	7:31
7:02	7:18	7:30	7:41	7:50
7:22	7:38	7:50	8:01	8:10
7:42	7:58	8:10	8:21	8:30
8:03	8:19	8:31	8:42	8:51
8:25	8:41	8:53	9:04	9:12
B 8:58	9:19	9:31	9:42	9:50
B 9:58	10:19	10:31	10:41	10:49
B 10:58	11:19	11:29	11:38	11:45
B 11:58	12:19A	12:29A	12:38A	12:45A

Lose something?

Learn more about Metro's Lost & Found service.
Visit *metro.net/lostandfound* or call 323.937.8920.

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

Wheelchair Hotline
800.447.7828

TRANSIT INFO
323.GO.METRO
323.466.3876

Travel Info
511

California Relay Service
711

Metro Local

Eastbound to Downtown Los Angeles
Westbound to Cedars-Sinai
via Beverly Bl

Effective Oct 23 2022

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Monday thru Sunday Owl Schedule

Effective Oct 23 2022

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Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES			DOWNTOWN LOS ANGELES		
3	4	5	6	7	8
Beverly & Western	Vermont / Beverly Station	1st & Beaudry	7th & Grand	Grand & Venice	Adams & Figueroa
1:46A	1:52A	E2:01A	2:12A	2:16A	2:21A
2:46	2:52	E3:01	3:12	3:16	3:21
3:46	3:52	F4:01	4:12	4:16	4:21
4:46	4:52	F5:01	5:12	5:16	5:21

Westbound *Al Oeste* (Approximate Times)

DOWNTOWN LOS ANGELES		LOS ANGELES		
9	10	5	4	3
Hill & Adams	Olive & 7th	1St & Beaudry	Vermont / Beverly Station	Beverly & Western
G12:58A	1:12A	1:19A	1:29A	1:33A
G1:58	2:12	2:19	2:29	2:33
G2:58	3:12	3:19	3:29	3:33
G3:58	4:12	4:19	4:29	4:33

Saturday, Sunday and Holiday Schedules

Saturday, Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Horarios de sábado, domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

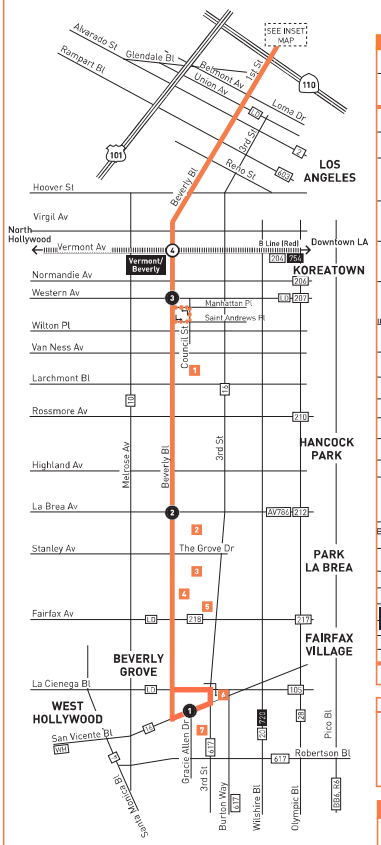
Special Notes

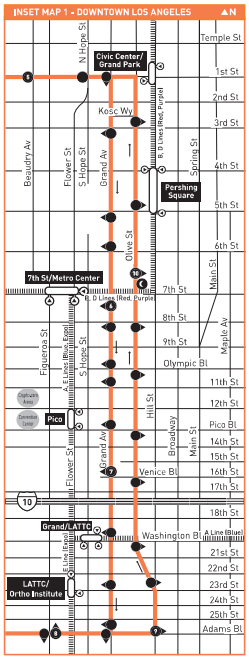
- E Trips departing 1st & Beaudry change to Line 37.
- G Trips departing Hill & Adams originate from Line 37 unless otherwise noted.
- E Trip waits at Grand & 7th for transfer connections.
- G Trip waits at Olive & 7th for transfer connections.

Avisos especiales

- E *Los viajes que salen de la 1st y Beaudry cambian a la Línea 37.*
- G *Los viajes que salen de Hill y Adams se originan de la Línea 37 a menos que se indique lo contrario.*
- E *El viaje espera en la Grand y 7th para las conexiones de transferencia.*
- G *El viaje espera en la Olive y 7th para las conexiones de transferencia.*

ROUTE MAP





INSET 1 – DOWNTOWN LOS ANGELES

- Line 14 Route
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

MAP NOTES

1. **Larchmont Village**
2. **Pan Pacific Park**
3. **The Grove**
4. **CBS Television City**
   Metro 14, 217, 218
5. **Farmer's Market**
   Metro 16, 217, 218
6. **Beverly Center**
   Metro 14, 16, 105, 218, 617
7. **Cedars-Sinai Medical Center**
   Metro 14, 16, 218, 617
8. **Regent Beverly Wilshire Hotel**

LEGEND

- Line 14 Route
- Line 14 Owl Turnaround Loop
- Owl Timepoint
- Local Stop
- Local Stop - Single Direction Only
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail Station & Timepoint
- Metro Rail
- Metro Rail Station
- AV Antelope Valley Transit Authority
- BBB Santa Monica's Big Blue Bus
- LD LADOT DASH
- LD West Hollywood Cityline

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Text: 213.788.2777
App: LA Metro Transit Watch

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Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

And for all you need to know, visit *metro.net*.

150906

Monday through Friday

Effective Oct 23 2022

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Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES	WEST ADAMS	NORTH UNIVERSITY PARK	METRO/MC SOUTH CENTRAL	DOWNTOWN LOS ANGELES
2	3	4	6	8
Washington / Fairfax Transit Hub	Adams & La Brea	Adams & Vermont	Hill & Adams B	1st & Beaudry
4:30A	4:35A	4:46A	4:51A	5:06A
4:59	5:04	5:18	5:24	5:39
5:12	5:17	5:31	5:37	5:52
5:25	5:30	5:44	5:50	6:05
5:36	5:42	5:56	6:02	6:18
5:49	5:55	6:09	6:15	6:31
6:00	6:07	6:21	6:27	6:44
6:12	6:19	6:33	6:39	6:56
6:23	6:30	6:45	6:51	7:08
6:34	6:41	6:56	7:02	7:20
6:43	6:50	7:06	7:13	7:31
6:53	7:00	7:17	7:24	7:42
7:03	7:10	7:27	7:35	7:53
7:12	7:19	7:37	7:45	8:03
7:22	7:29	7:47	7:55	8:13
7:31	7:39	7:57	8:05	8:23
7:42	7:50	8:08	8:16	8:34
7:53	8:01	8:18	8:26	8:45
8:04	8:12	8:29	8:37	8:56
8:16	8:24	8:41	8:49	9:08
8:28	8:36	8:53	9:01	9:20
8:43	8:51	9:08	9:16	9:35
8:58	9:06	9:23	9:31	9:50
9:13	9:21	9:38	9:46	10:05
9:28	9:36	9:53	10:01	10:20
9:43	9:51	10:08	10:16	10:35
9:58	10:06	10:23	10:31	10:50
10:13	10:21	10:38	10:46	11:05
10:28	10:36	10:53	11:01	11:20
10:43	10:51	11:08	11:16	11:35
10:58	11:06	11:23	11:31	11:50
11:13	11:21	11:38	11:46	12:05P
11:28	11:36	11:53	12:01P	12:20
11:43	11:51	12:08P	12:16	12:35
11:58	12:06P	12:23	12:31	12:50
12:13P	12:21	12:38	12:46	1:05
12:28	12:36	12:53	1:01	1:20
12:42	12:50	1:07	1:16	1:35
12:57	1:05	1:22	1:31	1:50
1:12	1:20	1:37	1:46	2:05
1:26	1:34	1:52	2:01	2:20
1:40	1:48	2:06	2:15	2:34
1:54	2:02	2:20	2:29	2:48
2:06	2:14	2:32	2:41	3:00
2:18	2:26	2:44	2:53	3:12
2:30	2:38	2:56	3:05	3:24
2:42	2:50	3:08	3:17	3:36
2:52	3:00	3:19	3:28	3:47
3:02	3:11	3:30	3:39	3:58
3:13	3:22	3:41	3:50	4:09
3:23	3:32	3:51	4:00	4:20
3:33	3:42	4:01	4:11	4:31
3:43	3:52	4:12	4:22	4:42
3:54	4:03	4:23	4:33	4:53
4:05	4:14	4:34	4:44	5:04
4:16	4:25	4:45	4:55	5:15
4:27	4:36	4:56	5:06	5:26
4:38	4:47	5:07	5:17	5:37
4:50	4:59	5:18	5:28	5:48
5:02	5:11	5:30	5:39	5:59
5:13	5:22	5:41	5:50	6:10
5:26	5:35	5:54	6:03	6:22
5:45	5:54	6:12	6:20	6:38
6:07	6:15	6:33	6:41	6:58
6:28	6:36	6:54	7:01	7:18
7:00	7:07	7:24	7:31	7:48
7:30	7:37	7:54	8:01	8:18
8:28	8:34	8:51	B8:58	9:19
9:31	9:36	9:52	B9:58	10:19
10:35	10:40	10:53	B10:58	11:19
11:37	11:42	11:53	B11:58	12:19A

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		NORTH UNIVERSITY PARK	LOS ANGELES
8	7	5	4	1
1st & Beaudry B	Grand & Venice	Adams & Figueroa	Adams & Vermont	Washington / Fairfax Transit Hub
5:41A	5:51A	5:56A	6:00A	6:19A
5:56	6:06	6:13	6:17	6:36
6:11	6:21	6:28	6:32	6:55
6:25	6:36	6:43	6:47	7:10
6:36	6:48	6:55	6:59	7:23
6:47	6:59	7:06	7:10	7:35
6:58	7:10	7:17	7:21	7:46
7:09	7:21	7:28	7:33	7:58
7:20	7:32	7:39	7:44	8:09
7:31	7:43	7:50	7:55	8:19
7:41	7:53	8:00	8:05	8:29
7:52	8:05	8:12	8:17	8:41
7:57	8:11	—	—	—
8:02	8:16	8:23	8:28	8:51
8:07	8:21	—	—	—
8:12	8:26	8:33	8:38	9:01
8:22	8:36	8:43	8:48	9:11
8:32	8:46	8:53	8:58	9:21
8:42	8:56	9:03	9:08	9:31
8:53	9:07	9:14	9:19	9:42
9:06	9:20	9:27	9:32	9:55
9:19	9:33	9:41	9:46	10:09
9:34	9:48	9:56	10:01	10:24
9:49	10:03	10:11	10:16	10:39
10:04	10:18	10:26	10:31	10:54
10:19	10:33	10:41	10:46	11:09
10:34	10:48	10:56	11:01	11:24
10:49	11:03	11:11	11:16	11:39
11:04	11:19	11:27	11:32	11:55
11:19	11:34	11:42	11:47	12:10P
11:34	11:49	11:57	12:02P	12:25
11:49	12:04P	12:12P	12:17	12:40
12:04P	12:19	12:27	12:32	12:55
12:19	12:34	12:42	12:48	1:11
12:34	12:49	12:57	1:03	1:26
12:49	1:04	1:12	1:18	1:41
1:04	1:19	1:27	1:33	1:56
1:19	1:34	1:42	1:48	2:11
1:34	1:49	1:57	2:03	2:27
1:49	2:04	2:12	2:18	2:42
2:04	2:19	2:27	2:33	2:57
2:19	2:34	2:42	2:48	3:12
2:33	2:48	2:56	3:02	3:26
2:45	3:00	3:08	3:14	3:38
2:56	3:11	3:19	3:25	3:49
3:07	3:22	3:30	3:36	4:00
3:18	3:33	3:41	3:47	4:11
3:29	3:44	3:52	3:58	4:22
3:40	3:55	4:03	4:09	4:33
3:51	4:06	4:14	4:20	4:44
4:02	4:17	4:25	4:31	4:55
4:13	4:28	4:36	4:42	5:06
4:23	4:37	4:45	4:51	5:15
4:33	4:46	4:54	5:00	5:24
4:43	4:56	5:04	5:10	5:34
4:53	5:06	5:13	5:19	5:43
5:03	5:16	5:23	5:29	5:52
5:13	5:26	5:33	5:39	6:02
5:23	5:36	5:43	5:49	6:11
5:33	5:46	5:53	5:59	6:21
5:45	5:58	6:05	6:11	6:33
5:57	6:10	6:17	6:23	6:44
6:09	6:22	6:29	6:34	6:55
6:23	6:36	6:43	6:48	7:09
6:38	6:51	6:58	7:03	7:23
6:53	7:06	7:13	7:18	7:38
7:08	7:21	7:28	7:33	7:53
7:23	7:36	7:42	7:47	8:07
7:42	7:55	8:01	8:06	8:26
8:07	8:20	8:26	8:31	8:51
8:32	8:44	8:50	8:54	9:14
B9:01	9:16	9:22	9:26	9:46
B10:01	10:16	10:21	10:25	10:44
B11:01	11:16	11:21	11:25	11:43
B12:01A	12:16A	12:21A	12:25A	12:42A

Monday through Sunday Owl Schedule

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Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES	WEST ADAMS	NORTH UNIVERSITY PARK	METRO/MC SOUTH CENTRAL	DOWNTOWN LOS ANGELES	
2	3	4	6	11	8
Washington / Fairfax Transit Hub	Adams & La Brea	Adams & Vermont	Hill & Adams B	Olive & 7th	1st & Beaudry
12:37A	12:42A	12:53A	12:58A	D1:12A	1:19A
1:37	1:42	1:53	1:58	D2:12	2:19
2:37	2:42	2:53	2:58	D3:12	3:19
3:37	3:42	3:53	3:58	D4:12	4:19

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES			NORTH UNIVERSITY PARK		LOS ANGELES
8	12	7	5	4	1
1st & Beaudry B	Grand & 7th	Grand & Venice	Adams & Figueroa	Adams & Vermont	Washington / Fairfax Transit Hub
1:01A	D1:12A	1:16A	1:21A	1:25A	1:42A
2:01	D2:12	2:16	2:21	2:25	2:42
3:01	D3:12	3:16	3:21	3:25	3:42
4:01	D4:12	4:16	4:21	4:25	4:42
5:01	D5:12	5:16	5:21	5:25	5:44

Saturday, Sunday and Holiday Schedules

Saturday, Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Horarios de sábado, domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Special Notes

B Trips departing Hill & Adams change to Line 14.
C Trips departing 1st & Beaudry originate via Line 14.
D Waits at 7th for transfer connections.

Avisos especiales

B *Los viajes que salen de Hill y Adams cambian a la Línea 14.*
C *Los viajes que salen de la 1st y Beaudry se originan via Línea 14.*
D *Espera en 7th para conexiones de transbordo.*

Need information?

Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

And for all you need to know, visit *metro.net*.

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Station entrances/Entradas de estación

N

Metro Customer Service 323.GO.METRO
Wheelchair Hotline 800.621.7828
Travel Info 511
California Relay Service 711

Effective Oct 23 2022

Metro Local

Eastbound to Downtown Los Angeles
Westbound to Washington/Fairfax *via Adams Bl*

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Saturday, Sunday and Holiday Schedule

Effective Oct 23 2022

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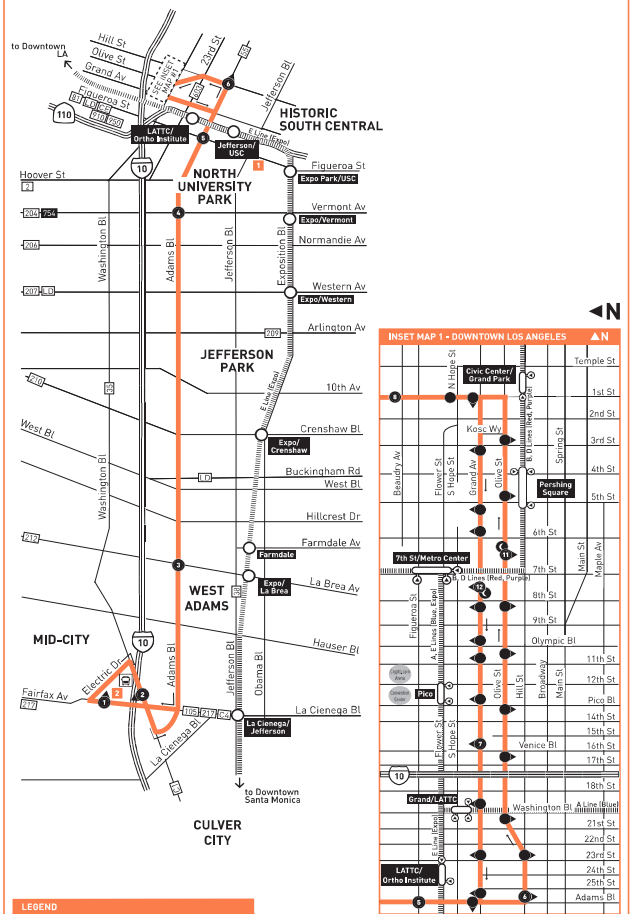
Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES	WEST ADAMS	NORTH UNIVERSITY PARK	HISTORIC SOUTH CENTRAL	DOWNTOWN LOS ANGELES
2	3	4	6	8
Washington / Fairfax Transit Hub	Adams & La Brea	Adams & Vermont	Hill & Adams	1st & Beaudry
4:39A	4:44A	4:55A	5:00A	5:14A
5:25	5:30	5:44	5:50	6:04
5:59	6:05	6:19	6:25	6:39
6:19	6:25	6:39	6:45	6:59
6:37	6:43	6:57	7:03	7:19
6:56	7:02	7:16	7:22	7:38
7:14	7:20	7:34	7:40	7:56
7:30	7:37	7:52	7:58	8:14
7:47	7:54	8:10	8:16	8:32
8:04	8:11	8:27	8:33	8:50
8:21	8:28	8:44	8:51	9:08
8:39	8:46	9:02	9:09	9:26
8:56	9:03	9:19	9:26	9:43
9:11	9:18	9:34	9:41	9:58
9:26	9:33	9:49	9:56	10:13
9:41	9:48	10:04	10:11	10:28
9:56	10:01	10:18	10:25	10:43
10:09	10:16	10:33	10:41	10:59
10:24	10:31	10:48	10:56	11:14
10:38	10:46	11:03	11:11	11:29
10:53	11:01	11:18	11:26	11:44
11:08	11:16	11:33	11:41	11:59
11:23	11:31	11:48	11:56	12:14P
11:38	11:46	12:03P	12:11P	12:29
11:53	12:01P	12:18	12:26	12:44
12:08P	12:16	12:33	12:41	12:59
12:23	12:31	12:48	12:56	1:14
12:38	12:46	1:03	1:11	1:29
12:53	1:01	1:18	1:26	1:44
1:08	1:16	1:33	1:41	1:59
1:23	1:31	1:48	1:56	2:14
1:38	1:46	2:03	2:11	2:29
1:54	2:02	2:18	2:26	2:44
2:09	2:17	2:33	2:41	2:59
2:24	2:32	2:48	2:56	3:14
2:39	2:47	3:03	3:11	3:29
2:54	3:02	3:18	3:26	3:44
3:09	3:17	3:33	3:41	3:59
3:24	3:32	3:48	3:56	4:14
3:39	3:47	4:03	4:11	4:29
3:54	4:02	4:18	4:26	4:44
4:09	4:17	4:33	4:41	4:59
4:24	4:32	4:48	4:56	5:14
4:40	4:48	5:04	5:11	5:29
4:56	5:04	5:20	5:27	5:44
5:11	5:19	5:35	5:42	5:59
5:32	5:39	5:54	6:01	6:18
5:52	5:59	6:14	6:21	6:38
6:13	6:20	6:35	6:41	6:58
6:34	6:41	6:56	7:02	7:18
6:54	7:01	7:16	7:22	7:38
7:15	7:21	7:36	7:42	7:58
7:36	7:42	7:57	8:03	8:19
7:58	8:04	8:19	8:25	8:41
8:31	8:37	8:52	D8:58	9:19
9:32	9:37	9:52	P9:58	10:19
10:35	10:40	10:53	D10:58	11:19
11:37	11:42	11:53	D11:58	12:19A

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES		NORTH UNIVERSITY PARK		LOS ANGELES
8	7	5	4	1
1st & Beaudry	Grand & Venice	Adams & Figueroa	Adams & Vermont	Washington / Fairfax Transit Hub
5:41A	5:51A	5:56A	6:00A	6:18A
6:11	6:21	6:26	6:30	6:48
6:36	6:46	6:51	6:55	7:14
7:01	7:12	7:18	7:22	7:41
7:26	7:38	7:44	7:49	8:09
7:46	7:58	8:05	8:10	8:31
8:06	8:18	8:25	8:30	8:51
8:26	8:39	8:46	8:51	9:12
8:44	8:57	9:04	9:09	9:30
9:01	9:14	9:21	9:26	9:47
9:16	9:29	9:36	9:41	10:02
9:31	9:44	9:51	9:56	10:17
9:46	9:59	10:06	10:11	10:32
10:01	10:14	10:21	10:26	10:47
10:16	10:29	10:36	10:41	11:02
10:31	10:44	10:51	10:56	11:18
10:46	10:59	11:06	11:11	11:33
11:01	11:15	11:22	11:27	11:49
11:16	11:30	11:37	11:42	12:04P
11:31	11:45	11:52	11:57	12:19
11:46	11:59	12:07P	12:12P	12:34
12:01P	12:14P	12:21	12:26	12:48
12:16	12:29	12:36	12:41	1:03
12:31	12:44	12:51	12:56	1:18
12:46	12:59	1:06	1:11	1:33
1:01	1:14	1:21	1:26	1:48
1:16	1:29	1:36	1:41	2:03
1:31	1:44	1:51	1:56	2:18
1:46	1:59	2:06	2:11	2:33
2:01	2:14	2:21	2:26	2:48
2:16	2:29	2:36	2:41	3:03
2:31	2:44	2:51	2:56	3:18
2:46	2:59	3:06	3:11	3:33
3:01	3:14	3:21	3:26	3:48
3:16	3:29	3:36	3:41	4:03
3:31	3:44	3:51	3:56	4:18
3:46	3:59	4:06	4:11	4:33
4:01	4:14	4:21	4:26	4:48
4:16	4:29	4:36	4:41	5:03
4:31	4:44	4:51	4:56	5:18
4:46	4:59	5:05	5:10	5:32
5:01	5:14	5:20	5:25	5:46
5:16	5:29	5:35	5:40	6:01
5:31	5:44	5:50	5:55	6:16
5:47	6:00	6:06	6:11	6:32
6:05	6:17	6:23	6:28	6:49
6:23	6:35	6:41	6:46	7:07
6:41	6:53	6:59	7:04	7:25
7:00	7:12	7:18	7:23	7:44
7:20	7:32	7:38	7:42	8:03
7:40	7:51	7:57	8:01	8:22
8:00	8:11	8:17	8:21	8:42
8:26	8:36	8:42	8:46	9:06
P9:01	9:16	9:22	9:26	9:46
D10:01	10:16	10:21	10:25	10:44
D11:01	11:16	11:21	11:25	11:43
D12:01A	12:16A	12:21A	12:25A	12:42A

ROUTE MAP



INSET 1 – DOWNTOWN LOS ANGELES

- Line 37 Route
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

LEGEND

- Line 37 Route
- Owl Timepoint
- Local Stop
- Local Stop – Single Direction Only
- Local Stop Timepoint
- Local Stop Timepoint – Single Direction Only
- Metro Rail Station
- Transit Center
- C Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH

MAP NOTES

1. **University of Southern California**
2. **Washington/Fairfax Transit Hub**
   Metro 35, 37, 38, 105, 217;
   C1, 4; CE437

   Note: Passengers should board departing Lines 37 and 38 at stop on Washington Bl, East of Fairfax Av.

150914

Monday through Friday

Effective Jun 26 2022

35

Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES	MID-CITY	PICO-UNION	DOWNTOWN LOS ANGELES		
1	2	3	4	5	6
Washington / Fairfax Transit Hub	Washington & La Brea	Washington & Vermont	Washington & Figueroa	Broadway & Venice	7th & Main
4:30A	4:36A	4:48A	4:53A	C4:57A	—
5:04	5:11	5:23	5:28	C5:32	—
5:39	5:46	5:58	6:03	C6:08	—
6:04	6:11	6:24	6:29	C6:34	—
6:21	6:28	6:42	6:48	6:53	—
6:36	6:43	6:57	7:04	D7:09	—
6:48	6:55	7:12	7:19	7:24	—
7:03	7:10	7:27	7:34	D7:39	—
7:18	7:25	7:43	7:50	7:55	—
7:34	7:41	7:59	8:05	D8:10	—
7:49	7:56	8:14	8:20	8:25	—
8:04	8:11	8:29	8:35	D8:40	—
8:20	8:27	8:44	8:50	8:55	—
8:35	8:42	8:59	9:05	D9:10	—
8:50	8:57	9:14	9:20	9:25	—
9:05	9:12	9:29	9:35	D9:40	—
9:20	9:27	9:44	9:50	9:55	—
9:35	9:42	9:59	10:05	C10:10	—
9:51	9:58	10:14	10:20	10:25	—
10:06	10:13	10:29	10:35	C10:40	—
10:21	10:28	10:44	10:50	10:55	—
10:36	10:43	10:59	11:05	C11:10	—
10:51	10:58	11:14	11:20	11:25	—
11:06	11:13	11:29	11:35	C11:40	—
11:21	11:28	11:44	11:50	11:55	—
11:36	11:43	11:59	12:06P	C12:11P	—
11:51	11:58	12:14P	12:21	12:26	—
12:06P	12:13P	12:29	12:36	C12:41	—
12:21	12:28	12:44	12:51	12:56	—
12:35	12:42	12:58	1:05	C1:10	—
12:51	12:58	1:14	1:21	1:26	—
1:06	1:13	1:29	1:36	C1:41	—
1:21	1:28	1:44	1:51	1:56	—
1:36	1:43	1:59	2:06	C2:11	—
1:49	1:56	2:14	2:21	2:26	—
2:04	2:11	2:29	2:36	C2:41	—
2:19	2:26	2:44	2:51	2:56	—
2:34	2:41	2:59	3:06	C3:12	—
2:48	2:55	3:14	3:21	3:27	—
3:03	3:10	3:29	3:37	C3:43	—
3:16	3:23	3:43	3:51	3:57	—
3:32	3:39	4:00	4:07	C4:13	—
3:47	3:54	4:15	4:22	4:28	—
4:01	4:09	4:30	4:37	C4:43	—
4:16	4:24	4:45	4:52	4:58	—
4:32	4:40	5:01	5:08	C5:14	—
4:47	4:55	5:15	5:22	5:28	—
5:02	5:10	5:30	5:36	C5:42	—
5:19	5:27	5:45	5:51	5:57	—
5:35	5:42	6:00	6:06	C6:12	—
5:50	5:57	6:15	6:21	6:27	—
6:05	6:12	6:30	6:35	C6:40	—
6:22	6:29	6:45	6:50	6:55	—
6:42	6:49	7:04	7:09	C7:14	—
7:16	7:23	7:37	7:42	C7:47	—
7:57	8:04	8:17	8:22	C8:27	—
8:37	8:44	8:57	9:02	C9:06	—
9:22	9:29	9:42	9:47	9:50	9:56P
10:24	10:30	10:42	10:47	10:50	10:56
11:24	11:30	11:42	11:47	11:50	11:56

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES			PICO-UNION	MID-CITY	LOS ANGELES
7	5	4	3	2	1
7th & Maple	Broadway & Venice	Washington & Figueroa	Washington & Vermont	Washington & La Brea	Washington / Fairfax Transit Hub
—	D4:46A	4:51A	4:56A	5:07A	5:13A
—	D5:41	5:47	5:52	6:05	6:12
—	6:15	6:22	6:28	6:42	6:49
—	D6:39	6:46	6:52	7:07	7:14
—	6:54	7:02	7:09	7:25	7:32
—	D7:09	7:17	7:24	7:41	7:48
—	7:24	7:32	7:39	7:57	8:04
—	D7:39	7:47	7:54	8:12	8:19
—	7:55	8:03	8:10	8:28	8:35
—	D8:09	8:17	8:24	8:42	8:49
—	8:25	8:33	8:39	8:56	9:03
—	D8:40	8:48	8:54	9:09	9:16
—	8:55	9:03	9:09	9:23	9:30
—	D9:10	9:18	9:24	9:39	9:46
—	9:25	9:33	9:39	9:54	10:01
—	D9:40	9:48	9:54	10:09	10:16
—	9:55	10:03	10:09	10:24	10:31
—	D10:10	10:18	10:24	10:39	10:46
—	10:25	10:33	10:39	10:54	11:01
—	D10:40	10:48	10:54	11:09	11:16
—	10:55	11:03	11:09	11:24	11:31
—	D11:09	11:17	11:23	11:38	11:45
—	11:25	11:33	11:39	11:54	12:01P
—	D11:41	11:49	11:55	12:10P	12:17
—	11:55	12:03P	12:10P	12:25	12:32
—	D12:11P	12:19	12:26	12:41	12:48
—	12:26	12:34	12:41	12:56	1:03
—	D12:41	12:49	12:56	1:11	1:18
—	12:56	1:04	1:11	1:26	1:33
—	D1:11	1:19	1:26	1:41	1:48
—	1:26	1:34	1:41	1:56	2:03
—	D1:41	1:49	1:56	2:11	2:18
—	1:56	2:04	2:11	2:26	2:33
—	D2:11	2:19	2:26	2:41	2:48
—	2:26	2:34	2:41	2:56	3:03
—	D2:41	2:49	2:56	3:11	3:18
—	2:56	3:04	3:11	3:26	3:33
—	D3:11	3:19	3:26	3:41	3:48
—	3:27	3:35	3:42	3:58	4:05
—	D3:43	3:51	3:58	4:14	4:21
—	3:57	4:06	4:13	4:29	4:36
—	D4:11	4:20	4:27	4:43	4:50
—	4:28	4:37	4:44	5:00	5:07
—	D4:43	4:52	4:59	5:15	5:22
—	4:58	5:07	5:13	5:29	5:36
—	D5:13	5:22	5:28	5:44	5:51
—	5:28	5:37	5:43	5:59	6:05
—	D5:44	5:53	5:59	6:13	6:19
—	5:58	6:07	6:13	6:27	6:33
—	D6:13	6:22	6:28	6:42	6:48
—	6:28	6:37	6:43	6:57	7:03
—	D6:45	6:53	6:59	7:13	7:19
—	D7:08	7:16	7:22	7:36	7:42
—	D7:50	7:56	8:02	8:15	8:21
—	D8:35	8:41	8:47	9:00	9:06
—	D9:19	9:25	9:31	9:42	9:48
—	D10:18	10:23	10:28	10:39	10:45
11:08P	11:16	11:20	11:25	11:36	11:42
12:08A	12:16A	12:20A	12:25A	12:36A	12:42A

Saturday, Sunday and Holiday Schedules

Saturday, Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Horarios de sábado, domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Special Notes

C Trip continues as Line 38 westbound via Jefferson Bl.
D Trip originates as Line 38 eastbound via Jefferson Bl.

Avisos especiales

C *Viaje continua como Linea 38 hacia el oeste a traves de Jefferson Bl.*
D *Viaje comienza como Linea 38 hacia el este a traves de Jefferson Bl.*

Need information?

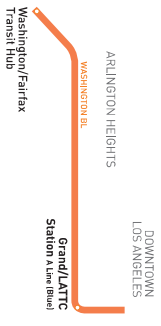
Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

And for all you need to know, visit *metro.net*.

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

N



metro.net
323.GO.METRO
Wheelchair Hotline
800.621.7828
Travel Info
511
California Relay Service
711

Effective Jun 26 2022

Metro Local

Eastbound to Downtown Los Angeles
Westbound to Washington / Fairfax
via Washington Bl.

35

Saturday, Sunday and Holiday Schedule

Effective Jun 26 2022

35

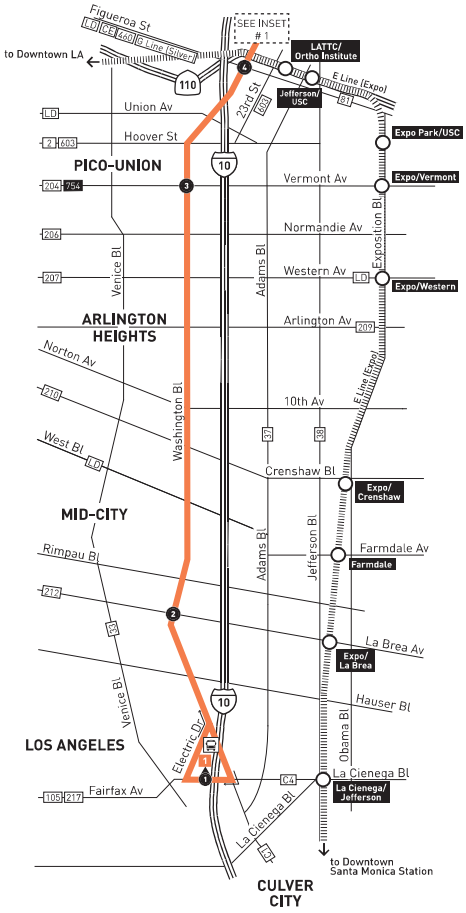
Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

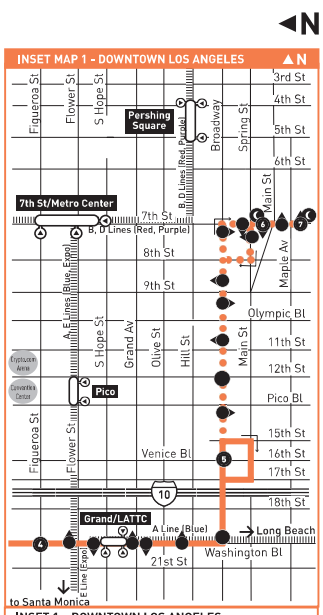
LOS ANGELES	MID-CITY	PICO-UNION	DOWNTOWN LOS ANGELES		
1	2	3	4	5	6
Washington / Fairfax Transit Hub	Washington & La Brea	Washington & Vermont	Washington & Figueroa	Broadway & Venice	7th & Main
4:40A	4:46A	4:58A	5:03A	C5:07A	—
5:20	5:26	5:38	5:43	C5:47	—
5:58	6:05	6:17	6:22	C6:26	—
6:36	6:43	6:56	7:01	C7:05	—
7:12	7:20	7:35	7:40	C7:45	—
7:49	7:57	8:13	8:18	C8:23	—
8:12	8:20	8:36	8:42	8:47	—
8:32	8:40	8:56	9:02	C9:07	—
9:12	9:20	9:36	9:42	C9:47	—
9:32	9:40	9:56	10:02	10:07	—
9:52	10:00	10:16	10:22	C10:27	—
10:12	10:20	10:36	10:42	10:47	—
10:32	10:40	10:56	11:02	C11:07	—
10:52	11:00	11:16	11:22	11:27	—
11:12	11:20	11:36	11:42	C11:47	—
11:32	11:40	11:56	12:02P	12:07P	—
11:52	11:59	12:16P	12:22	C12:27	—
12:12P	12:20P	12:36	12:42	12:47	—
12:32	12:40	12:56	1:02	C1:07	—
12:52	1:00	1:16	1:22	1:27	—
1:12	1:20	1:36	1:42	C1:47	—
1:32	1:40	1:56	2:02	2:07	—
1:52	2:00	2:16	2:22	C2:27	—
2:32	2:40	2:56	3:02	C3:07	—
2:52	3:00	3:16	3:22	3:27	—
3:12	3:20	3:36	3:42	C3:47	—
3:32	3:40	3:56	4:02	4:07	—
3:51	3:59	4:15	4:21	C4:26	—
4:13	4:20	4:36	4:42	4:47	—
4:32	4:40	4:56	5:02	C5:07	—
4:52	5:00	5:16	5:22	5:27	—
5:12	5:20	5:36	5:42	C5:47	—
5:31	5:39	5:55	6:01	6:06	—
5:53	6:01	6:17	6:22	C6:27	—
6:12	6:19	6:35	6:40	6:45	—
6:34	6:41	6:57	7:02	C7:07	—
7:14	7:21	7:37	7:42	C7:47	—
7:55	8:02	8:17	8:22	C8:27	—
8:35	8:42	8:57	9:02	C9:06	—
9:22	9:29	9:42	9:47	9:50	9:56P
10:24	10:30	10:42	10:47	10:50	10:56
11:24	11:30	11:42	11:47	11:50	11:56

Westbound *Al Oeste* (Approximate Times / *Tiempos Aproximados*)

DOWNTOWN LOS ANGELES			PICO-UNION	MID-CITY	LOS ANGELES
7	5	4	3	2	1
7th & Maple	Broadway & Venice	Washington & Figueroa	Washington & Vermont	Washington & La Brea	Washington / Fairfax Transit Hub
—	D4:44A	4:49A	4:54A	5:05A	5:11A
—	D5:41	5:47	5:52	6:03	6:09
—	D6:26	6:32	6:37	6:48	6:54
—	6:49	6:55	7:00	7:12	7:18
—	D7:10	7:16	7:21	7:33	7:39
—	7:30	7:36	7:41	7:54	8:00
—	D7:50	7:56	8:01	8:14	8:20
—	8:10	8:16	8:22	8:35	8:41
—	D8:29	8:36	8:42	8:55	9:01
—	8:47	8:54	9:00	9:14	9:20
—	D9:09	9:16	9:22	9:36	9:42
—	D9:29	9:36	9:42	9:56	10:02
—	D9:49	9:56	10:02	10:16	10:22
—	10:07	10:14	10:20	10:34	10:40
—	D10:29	10:36	10:42	10:56	11:02
—	10:47	10:54	11:00	11:14	11:20
—	D11:09	11:16	11:22	11:36	11:42
—	11:27	11:34	11:40	11:54	11:59
—	D11:49	11:56	12:02P	12:17P	12:23P
—	12:07P	12:14P	12:20	12:35	12:41
—	D12:29	12:36	12:42	12:57	1:03
—	12:47	12:54	1:00	1:15	1:21
—	D1:09	1:14	1:22	1:37	1:43
—	1:27	1:34	1:40	1:55	2:01
—	D1:49	1:56	2:02	2:17	2:23
—	2:07	2:14	2:20	2:35	2:41
—	D2:29	2:36	2:42	2:57	3:03
—	D2:50	2:57	3:03	3:18	3:24
—	D3:09	3:16	3:22	3:37	3:43
—	3:27	3:34	3:40	3:55	4:01
—	D3:49	3:56	4:02	4:17	4:23
—	4:07	4:14	4:20	4:35	4:41
—	D4:29	4:36	4:42	4:57	5:03
—	4:47	4:54	5:00	5:15	5:21
—	D5:09	5:16	5:22	5:37	5:43
—	5:27	5:34	5:40	5:55	6:01
—	D5:49	5:56	6:02	6:17	6:23
—	6:06	6:13	6:19	6:34	6:40
—	D6:29	6:36	6:42	6:57	7:03
—	D7:09	7:16	7:22	7:36	7:42
—	D7:49	7:56	8:02	8:16	8:22
—	D8:29	8:36	8:42	8:55	9:01
—	D9:15	9:21	9:27	9:39	9:45
—	D10:14	10:19	10:24	10:35	10:41
11:08P	11:16	11:20	11:25	11:36	11:42
12:08A	12:16A	12:20A	12:25A	12:36A	12:42A

ROUTE MAP





INSET 1 – DOWNTOWN LOS ANGELES

- Line 35 Route
- Trips Operate After 7:00PM
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

LEGEND

- Line 35 Route
- Owl Timepoint
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Local Stop
- Local Stop - Single Direction Only
- Transit Center
- Metro Rail Station
- ### Connecting Lines
- ### Rapid Connecting Lines
- C Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH

MAP NOTES

1 **Washington/Fairfax Transit Hub**
Metro 35, 37, 38, 105, 217;
C1, C4, CE437

Note: Passengers should board departing Lines 37 and 38 at stop on Washington Bl, east of Fairfax Av

Monday through Friday

Effective Jun 26 2022

38

Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES	WEST ADAMS	EXPOSITION PARK	DOWNTOWN LOS ANGELES
2	3	4	5
Washington / Fairfax Transit Hub	Jefferson & La Brea	Jefferson & Vermont	Broadway & Venice G
4:17A	4:25A	4:36A	4:46A
5:10	5:18	5:31	5:41
6:04	6:13	6:27	6:39
6:34	6:43	6:57	7:09
7:01	7:11	7:26	7:39
7:31	7:41	7:56	8:09
8:02	8:12	8:27	8:40
8:32	8:42	8:57	9:10
9:02	9:12	9:27	9:40
9:32	9:42	9:57	10:10
10:02	10:12	10:27	10:40
10:31	10:41	10:56	11:09
11:03	11:13	11:28	11:41
11:32	11:42	11:57	12:11P
11:59	12:10P	12:27P	12:41
12:30P	12:40	12:57	1:11
1:00	1:10	1:27	1:41
1:30	1:40	1:57	2:11
2:00	2:10	2:27	2:41
2:30	2:40	2:57	3:11
3:01	3:12	3:29	3:43
3:29	3:40	3:57	4:11
4:00	4:12	4:29	4:43
4:30	4:42	4:59	5:13
5:02	5:14	5:30	5:44
5:32	5:43	5:59	6:13
6:06	6:16	6:31	6:45
6:30	6:39	6:54	7:08
7:14	7:23	7:38	7:50
8:01	8:10	8:24	8:35
8:45	8:54	9:08	9:19
8:53	9:02	9:16	B9:32
9:47	9:55	10:07	10:18
10:00	10:08	10:20	B10:35
10:30	10:38	10:50	B11:05
11:00	11:08	11:19	B11:33
11:30	11:38	11:49	B12:03A
—	—	E12:49A	B1:03

Westbound *Al Oeste* (Approximate Times / *Tiempo Aproximados*)

DOWNTOWN LOS ANGELES	EXPOSITION PARK	WEST ADAMS	LOS ANGELES
5	4	3	1
Broadway & Venice H	Jefferson & Vermont	Jefferson & La Brea	Washington / Fairfax Transit Hub
4:57A	5:09A	5:21A	5:27A
5:32	5:44	5:56	6:03
6:08	6:20	6:32	6:39
6:34	6:48	7:01	7:09
7:09	7:24	7:39	7:47
7:39	7:54	8:09	8:17
8:10	8:25	8:39	8:47
8:40	8:55	9:10	9:18
9:10	9:26	9:41	9:49
9:40	9:56	10:11	10:19
10:10	10:26	10:42	10:50
10:40	10:56	11:12	11:20
11:10	11:26	11:42	11:50
11:40	11:56	12:12P	12:20P
12:11P	12:29P	12:45	12:53
12:41	12:59	1:15	1:23
1:10	1:28	1:44	1:52
1:41	1:59	2:15	2:23
2:11	2:29	2:45	2:53
2:41	2:59	3:15	3:23
3:12	3:29	3:45	3:53
3:43	4:01	4:17	4:25
4:13	4:31	4:47	4:55
4:43	5:01	5:16	5:24
5:14	5:31	5:46	5:54
5:42	5:59	6:14	6:22
6:12	6:29	6:44	6:51
6:40	6:56	7:10	7:17
7:14	7:30	7:44	7:51
7:47	8:03	8:17	8:24
8:27	8:41	8:55	9:02
9:06	9:19	9:32	9:38
C9:39	9:55	10:08	10:14
C10:12	10:28	10:40	10:46
C10:41	10:57	11:09	11:15
C11:12	11:27	11:39	11:45
C12:12A	D12:27A	—	—

Saturday, Sunday and Holiday Schedule

38

Eastbound *Al Este* (Approximate Times / *Tiempos Aproximados*)

LOS ANGELES	WEST ADAMS	EXPOSITION PARK	DOWNTOWN LOS ANGELES
2	3	4	5
Washington / Fairfax Transit Hub	Jefferson & La Brea	Jefferson & Vermont	Broadway & Venice G
4:15A	4:23A	4:34A	4:44A
5:12	5:20	5:31	5:41
5:55	6:03	6:16	6:26
6:38	6:46	7:00	7:10
7:17	7:26	7:40	7:50
7:56	8:05	8:19	8:29
8:34	8:43	8:58	9:09
8:53	9:02	9:18	9:29
9:12	9:21	9:38	9:49
9:52	10:01	10:18	10:29
10:32	10:41	10:58	11:09
11:12	11:21	11:38	11:49
11:50	11:59	12:17P	12:29P
12:28P	12:37P	12:55	1:09
1:09	1:18	1:36	1:49
1:49	1:58	2:16	2:29
2:11	2:20	2:37	2:50
2:30	2:39	2:56	3:09
3:10	3:19	3:36	3:49
3:50	3:59	4:16	4:29
4:30	4:39	4:56	5:09
5:13	5:22	5:38	5:49
5:53	6:02	6:18	6:29
6:33	6:42	6:58	7:09
7:14	7:23	7:38	7:49
7:54	8:03	8:18	8:29
8:40	8:49	9:04	9:15
8:53	9:02	9:16	B9:32
9:42	9:50	10:03	10:14
10:00	10:08	10:20	B10:35
10:30	10:38	10:50	B11:05
11:00	11:08	11:19	B11:33
11:30	11:38	11:49	B12:03A
—	—	E12:49A	B1:03

Westbound *Al Oeste* (Approximate Times / *Tiempo Aproximados*)

DOWNTOWN LOS ANGELES	EXPOSITION PARK	WEST ADAMS	LOS ANGELES
5	4	3	1
Broadway & Venice H	Jefferson & Vermont	Jefferson & La Brea	Washington / Fairfax Transit Hub
5:07A	5:19A	5:31A	5:37A
5:47	5:58	6:10	6:16
6:26	6:38	6:50	6:56
7:05	7:17	7:30	7:36
7:45	7:57	8:10	8:16
8:23	8:36	8:49	8:55
9:07	9:21	9:36	9:42
9:47	10:01	10:16	10:22
10:27	10:42	10:58	11:04
11:07	11:22	11:38	11:44
11:47	12:02P	12:18P	12:24P
12:27P	12:43	12:59	1:05
1:07	1:23	1:39	1:45
1:47	2:03	2:19	2:25
2:27	2:43	2:59	3:05
3:07	3:23	3:39	3:45
3:47	4:03	4:19	4:25
4:26	4:42	4:57	5:03
5:07	5:23	5:38	5:44
5:47	6:03	6:18	6:24
6:27	6:42	6:57	7:03
7:07	7:22	7:37	7:43
7:47	8:02	8:17	8:23
8:27	8:41	8:55	9:01
9:06	9:19	9:32	9:38
B9:39	9:55	10:08	10:14
C10:12	10:28	10:40	10:46
C10:41	10:57	11:09	11:15
C11:12	11:27	11:39	11:45
C12:12A	D12:27A	—	—

Lose something?

Learn more about Metro's Lost & Found service.
Visit *metro.net/lostandfound* or call 323.937.8920.

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

N

metro.net
323.GO.METRO

Travel Info
511

Wheelchair Hotline
800.621.7828

California Relay Service
711

Effective Jun 26 2022

Metro Local

Eastbound to Downtown Los Angeles
Westbound to Washington/Fairfax
via W. Jefferson Bl

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Saturday, Sunday and Holiday Schedules

Saturday, Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Horarios de sábado, domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

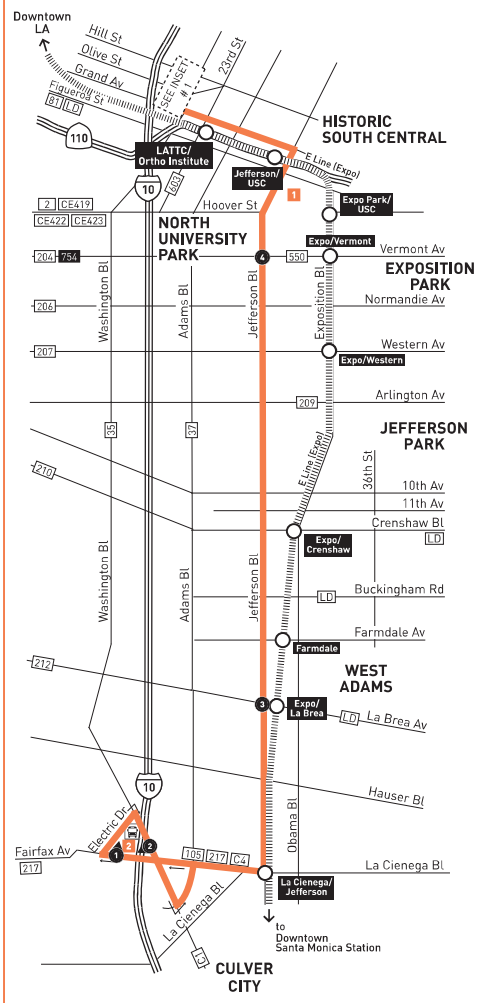
Special Notes

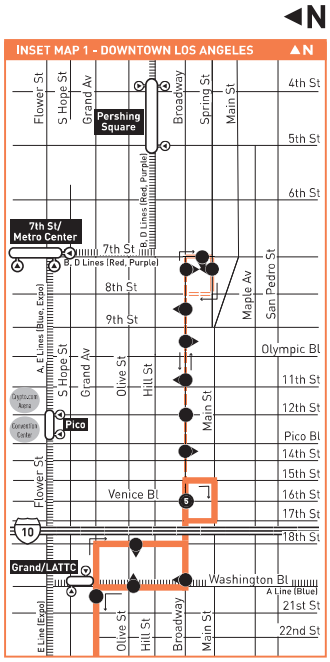
- **B** Trip terminates at Spring & 7th at time shown.
- **C** Trip originates at Spring & 7th at time shown.
- **D** Trip terminates at Jefferson & 10th 8 minutes after time shown.
- **E** Trip originates at Jefferson & 10th 7 minutes before time shown.
- **G** Trip continues as Line 35 via Washington Bl unless otherwise noted.
- **H** Trip originates from Line 35 via Washington Bl unless otherwise noted.

Avisos especiales

- **B** *Viaje termina en Spring y 7th a la hora mostrada.*
- **C** *Viaje comienza en Spring y 7th a la hora mostrada.*
- **D** *Viaje termina en Jefferson y 10th 8 minutos despues de la hora mostrada.*
- **E** *Viaje comienza en Jefferson y 10th 7 minutos antes de la hora mostrada.*
- **G** *Viaje continua como Linea 35 a traves de Washington Bl a menos que se indique lo contrario.*
- **H** *Viaje comienza como Linea 35 a traves de Washington Bl a menos que se indique lo contrario.*

ROUTE MAP





INSET 1 – DOWNTOWN LOS ANGELES

- Line 38 Route
- Trips Operate after 9:00pm
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

LEGEND

- Line 38 Route
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station
- Transit Center
- C Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH

MAP NOTES

1. **University of Southern California**
2. **Fairfax/Washington Transit Hub**
   Metro 35, 37, 38, 105, 217;
   C1, 4; CE437

   Note: Passengers should board departing Lines 37 and 38 at stop on Washington Bl, east of Fairfax Av.

Connect to Metro Security 24/7.

Call: 888.950.7233
Text: 213.788.2777
App: LA Metro Transit Watch

Call 911 for emergencies.

Need information?

Transit Information:	323.466.3876
Customer Relations:	213.922.6235
In an Emergency:	1.888.950.7233 or 911

150915

Monday through Friday

Effective Oct 23 2022

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Northbound *(Approximate Times)*

HAWTHORNE	ATHENS	LOS ANGELES		KOREATOWN	HOLLYWOOD
1	2	3	4	5	6
Crenshaw Station	Western & Imperial	Western & Manchester	Expo/Western Station	Wilshire & Western Station	Hollywood & Western
—	4:07A	4:13A	4:27A	4:40A	4:57A
—	4:35	4:41	4:55	5:08	5:25
—	4:57	5:04	5:18	5:31	5:48
—	5:15	5:22	5:38	5:51	6:10
—	5:28	5:35	5:52	6:06	6:27
5:30A	5:36	5:43	6:00	6:16	6:37
—	5:41	5:48	6:06	6:22	6:43
—	5:47	5:54	6:12	6:28	6:50
5:46	5:52	5:59	6:18	6:34	6:56
—	5:56	6:04	6:23	6:40	7:02
—	6:02	6:10	6:29	6:46	7:08
6:02	6:08	6:16	6:35	6:52	7:15
6:08	6:14	6:22	6:41	6:58	7:21
—	6:20	6:28	6:47	7:04	7:27
6:19	6:25	6:33	6:52	7:10	7:33
6:25	6:31	6:39	6:58	7:16	7:39
—	6:37	6:45	7:04	7:22	7:45
6:36	6:42	6:50	7:10	7:28	7:51
6:41	6:47	6:55	7:16	7:34	7:57
—	6:53	7:01	7:22	7:40	8:04
6:53	6:59	7:07	7:28	7:46	8:10
6:59	7:05	7:13	7:34	7:52	8:17
—	7:11	7:19	7:40	7:58	8:23
7:11	7:17	7:25	7:46	8:04	8:29
7:16	7:22	7:30	7:51	8:10	8:35
—	7:28	7:36	7:57	8:16	8:41
7:28	7:34	7:42	8:03	8:22	8:47
7:34	7:40	7:48	8:09	8:28	8:53
—	7:46	7:54	8:15	8:34	8:59
7:46	7:52	8:00	8:21	8:40	9:06
7:52	7:58	8:06	8:27	8:46	9:12
—	8:04	8:12	8:33	8:52	9:18
8:05	8:11	8:19	8:40	8:59	9:25
8:13	8:19	8:27	8:48	9:07	9:33
—	8:25	8:33	8:54	9:14	9:40
8:27	8:33	8:41	9:02	9:22	9:48
8:34	8:40	8:48	9:09	9:29	9:55
—	8:48	8:56	9:17	9:37	10:03
8:49	8:55	9:03	9:24	9:44	10:10
—	9:01	9:10	9:31	9:52	10:19
9:02	9:08	9:17	9:38	9:59	10:26
—	9:16	9:25	9:46	10:07	10:34
9:16	9:22	9:31	9:53	10:14	10:41
—	9:29	9:39	10:01	10:22	10:49
9:30	9:36	9:46	10:08	10:29	10:56
—	9:44	9:54	10:16	10:37	11:04
9:44	9:50	10:00	10:23	10:44	11:11
—	9:58	10:08	10:31	10:52	11:20
9:59	10:05	10:15	10:38	10:59	11:27
—	10:13	10:23	10:46	11:07	11:35
10:13	10:19	10:29	10:52	11:14	11:42
—	10:27	10:37	11:00	11:22	11:50
10:27	10:33	10:43	11:07	11:29	11:57
—	10:41	10:51	11:15	11:37	12:05P
10:43	10:49	10:59	11:22	11:44	12:12
—	10:57	11:07	11:30	11:52	12:21
10:58	11:04	11:14	11:37	11:59	12:28
—	11:12	11:22	11:45	12:07P	12:36
11:12	11:18	11:28	11:51	12:14	12:43
—	11:26	11:36	11:59	12:22	12:51
11:27	11:33	11:43	12:06P	12:29	12:58
—	11:41	11:51	12:14	12:37	1:06
11:42	11:48	11:58	12:21	12:44	1:13
—	11:56	12:06P	12:29	12:52	1:21
11:57	12:03P	12:13	12:36	12:59	1:28
—	12:11	12:21	12:44	1:07	1:36
12:10P	12:16	12:26	12:50	1:14	1:43
—	12:24	12:34	12:58	1:22	1:52
12:25	12:31	12:41	1:05	1:29	1:59
—	12:38	12:48	1:13	1:37	2:07
12:39	12:45	12:55	1:20	1:44	2:14
—	12:53	1:03	1:28	1:52	2:22
12:54	1:00	1:10	1:35	1:59	2:29
—	1:08	1:18	1:43	2:07	2:37
1:09	1:15	1:25	1:50	2:14	2:44
—	1:22	1:33	1:58	2:22	2:52
1:23	1:29	1:40	2:05	2:29	2:59
—	1:37	1:48	2:13	2:37	3:07
1:38	1:44	1:55	2:20	2:44	3:14
—	1:52	2:03	2:28	2:52	3:22
1:53	1:59	2:10	2:35	2:59	3:29
—	2:05	2:16	2:41	3:05	3:35
2:05	2:11	2:22	2:47	3:11	3:41
—	2:17	2:28	2:53	3:17	3:47
2:17	2:23	2:34	2:59	3:23	3:53
—	2:29	2:40	3:05	3:29	3:59
2:29	2:35	2:46	3:11	3:35	4:06
—	2:41	2:52	3:17	3:41	4:12
2:41	2:47	2:58	3:23	3:47	4:18
—	2:53	3:04	3:29	3:53	4:24
2:53	2:59	3:10	3:35	3:59	4:30
—	3:05	3:16	3:41	4:05	4:36
3:05	3:11	3:22	3:47	4:11	4:42
3:11	3:17	3:28	3:53	4:17	4:48
—	3:23	3:34	3:59	4:23	4:53
3:23	3:29	3:40	4:05	4:29	4:59
3:30	3:36	3:47	4:11	4:35	5:05
—	3:42	3:53	4:17	4:41	5:11
3:42	3:48	3:59	4:23	4:47	5:17
3:50	3:56	4:06	4:30	4:53	5:23
—	4:03	4:13	4:36	4:59	5:29
4:03	4:09	4:19	4:42	5:05	5:35
4:09	4:15	4:25	4:48	5:11	5:41
—	4:21	4:31	4:54	5:17	5:47
4:21	4:27	4:37	5:00	5:23	5:53
4:27	4:33	4:43	5:06	5:29	5:59
—	4:39	4:49	5:12	5:35	6:04
4:39	4:45	4:55	5:18	5:41	6:10
4:45	4:51	5:01	5:24	5:47	6:16
—	4:57	5:07	5:30	5:53	6:21
4:59	5:05	5:15	5:38	6:01	6:29
5:08	5:14	5:24	5:47	6:09	6:37
—	5:22	5:32	5:55	6:17	6:45
5:24	5:30	5:40	6:03	6:25	6:53
5:33	5:39	5:49	6:11	6:33	7:01
—	5:48	5:58	6:19	6:41	7:09
5:52	5:58	6:07	6:28	6:50	7:18
6:04	6:10	6:19	6:40	7:02	7:29
—	6:23	6:32	6:53	7:14	7:41
6:29	6:35	6:44	7:05	7:26	7:53
—	6:48	6:57	7:17	7:38	8:04
6:54	7:00	7:09	7:29	7:50	8:15
—	7:12	7:21	7:41	8:02	8:26
7:20	7:26	7:35	7:55	8:14	8:38
—	7:41	7:50	8:10	8:29	8:53
7:54	8:00	8:08	8:28	8:45	9:09
—	8:21	8:29	8:48	9:05	9:28
8:36	8:42	8:50	9:08	9:25	9:46
—	9:04	9:11	9:29	9:45	10:06
9:21	9:26	9:33	9:50	10:05	10:26
—	9:47	9:54	10:10	10:25	10:46
10:02	10:07	10:14	10:30	10:45	11:04
—	10:28	10:35	10:51	11:05	11:24
10:48	10:53	11:00	11:16	11:30	11:49
—	11:18	11:25	11:41	11:55	12:13A
11:39	11:44	11:51	12:07A	12:20A	12:38
—	12:13A	12:19A	12:35	12:48	1:05
12:35A	12:40	12:46	1:01	1:14	1:31
—	1:08	1:14	1:29	1:42	1:59
—	2:08	2:14	2:29	2:41	2:58
—	3:08	3:14	3:28	3:40	3:56

Southbound *(Approximate Times)*

HOLLYWOOD	KOREATOWN	LOS ANGELES		ATHENS	HAWTHORNE
7	5	4	3	2	1
Western & Franklin	Wilshire & Western Station	Expo/Western Station	Western & Manchester	Western & Imperial	Crenshaw Station
4:56A	5:10A	5:24A	5:40A	5:48A	—
5:05	5:22	5:36	5:52	6:00	—
5:17	5:34	5:48	6:04	6:12	6:15A
5:28	5:45	5:59	6:16	6:24	6:27
5:39	5:56	6:11	6:28	6:36	—
5:48	6:06	6:21	6:38	6:46	6:49
5:56	6:12	6:27	6:44	6:52	6:55
6:00	6:18	6:33	6:50	6:58	—
6:06	6:24	6:39	6:56	7:04	7:07
6:12	6:30	6:45	7:02	7:10	7:13
6:18	6:36	6:51	7:09	7:17	—
6:24	6:42	6:57	7:16	7:24	7:27
6:30	6:48	7:04	7:23	7:31	7:34
6:36	6:54	7:10	7:29	7:38	—
6:42	7:00	7:17	7:37	7:46	7:49
6:47	7:06	7:23	7:44	7:53	7:56
6:53	7:12	7:29	7:50	7:59	—
6:58	7:18	7:35	7:56	8:05	8:08
7:04	7:24	7:41	8:02	8:11	8:14
7:10	7:30	7:47	8:08	8:17	—
7:16	7:36	7:53	8:14	8:23	8:26
7:22	7:42	7:59	8:20	8:29	8:32
7:28	7:48	8:05	8:26	8:35	—
7:34	7:54	8:11	8:32	8:41	8:44
7:40	8:00	8:17	8:38	8:47	8:50
7:46	8:06	8:23	8:44	8:53	—
7:52	8:12	8:29	8:50	8:59	9:02
7:58	8:18	8:35	8:56	9:05	—
8:04	8:24	8:41	9:02	9:11	9:14
8:10	8:30	8:47	9:08	9:17	—
8:16	8:36	8:53	9:14	9:23	9:26
8:22	8:42	8:59	9:20	9:29	—
8:28	8:48	9:05	9:26	9:35	9:38
8:34	8:54	9:12	9:33	9:42	—
8:41	9:01	9:19	9:40	9:49	9:52
8:47	9:08	9:26	9:47	9:56	—
8:56	9:15	9:33	9:54	10:03	10:06
9:01	9:23	9:41	10:02	10:11	—
9:08	9:30	9:48	10:09	10:18	10:21
9:16	9:38	9:56	10:18	10:27	—
9:23	9:45	10:04	10:26	10:35	10:38
9:31	9:53	10:12	10:34	10:43	—
9:38	10:00	10:20	10:42	10:51	10:54
9:46	10:08	10:28	10:50	10:59	—
9:53	10:15	10:35	10:57	11:06	11:09
10:00	10:23	10:43	11:05	11:14	—
10:07	10:30	10:50	11:12	11:21	11:24
10:14	10:38	10:58	11:20	11:29	—
10:20	10:45	11:05	11:27	11:36	11:40
10:28	10:53	11:13	11:35	11:44	—
10:35	11:00	11:20	11:43	11:52	11:56
10:43	11:08	11:28	11:52	12:01P	—
10:50	11:15	11:35	11:59	12:09	12:13P
10:58	11:23	11:43	12:07P	12:17	—
11:05	11:30	11:50	12:14	12:24	12:28
11:13	11:38	11:58	12:23	12:33	—
11:20	11:45	12:05P	12:30	12:40	12:44
11:27	11:53	12:14	12:39	12:49	—
11:34	11:59	12:21	12:46	12:56	1:00
11:41	12:08P	12:29	12:54	1:04	—
11:48	12:15	12:36	1:01	1:11	1:15
11:55	12:23	12:44	1:09	1:19	—
12:02P	12:30	12:51	1:16	1:26	1:30
12:09	12:38	12:59	1:24	1:34	—
12:17	12:45	1:06	1:31	1:41	1:45
12:25	12:53	1:14	1:39	1:49	—
12:32	1:00	1:21	1:46	1:56	2:00
12:40	1:08	1:29	1:54	2:04	—
12:47	1:15	1:36	2:01	2:11	2:15
12:55	1:23	1:44	2:10	2:20	—
1:02	1:30	1:51	2:17	2:27	2:31
1:10	1:38	1:59	2:24	2:34	—
1:17	1:45	2:07	2:32	2:42	2:46
1:25	1:53	2:16	2:41	2:51	—
1:32	2:00	2:23	2:48	2:58	3:02
1:40	2:08	2:31	2:56	3:06	3:10
1:47	2:15	2:38	3:03	3:13	—
1:55	2:23	2:46	3:11	3:21	3:25
2:02	2:30	2:53	3:18	3:28	3:32
2:10	2:38	3:01	3:26	3:36	—
2:17	2:45	3:08	3:33	3:43	3:47
2:25	2:53	3:16	3:41	3:51	3:55
2:33	3:01	3:24	3:49	3:59	—
2:39	3:07	3:30	3:55	4:05	4:09
2:45	3:13	3:36	4:01	4:11	4:15
2:51	3:19	3:42	4:07	4:17	—
2:57	3:25	3:48	4:13	4:23	4:27
3:03	3:31	3:54	4:19	4:29	4:33
3:09	3:37	4:00	4:25	4:35	—
3:15	3:43	4:06	4:31	4:41	4:45
3:21	3:49	4:12	4:37	4:47	4:51
3:27	3:55	4:18	4:43	4:53	—
3:33	4:01	4:24	4:49	4:59	5:03
3:39	4:07	4:30	4:55	5:05	5:09
3:45	4:13	4:36	5:01	5:10	—
3:51	4:19	4:42	5:06	5:15	5:19
3:57	4:25	4:48	5:11	5:20	5:24
4:03	4:31	4:54	5:17	5:26	—
4:09	4:37	5:00	5:23	5:32	5:36
4:15	4:43	5:06	5:29	5:38	5:42
4:21	4:49	5:12	5:35	5:44	—
4:27	4:55	5:18	5:41	5:50	5:54
4:33	5:01	5:24	5:47	5:56	6:00
4:39	5:07	5:30	5:53	6:02	—
4:45	5:13	5:36	5:59	6:08	6:12
4:51	5:19	5:42	6:05	6:14	—
4:57	5:25	5:48	6:11	6:20	—
5:03	5:31	5:54	6:17	6:26	6:30
5:09	5:37	6:00	6:22	6:31	—
5:15	5:43	6:05	6:27	6:36	—
5:21	5:49	6:11	6:33	6:42	6:46
5:27	5:55	6:16	6:38	6:47	—
5:35	6:03	6:24	6:46	6:55	—
5:43	6:11	6:32	6:54	7:03	7:07
5:51	6:19	6:40	7:02	7:11	—
5:59	6:27	6:48	7:10	7:19	—
6:07	6:35	6:56	7:18	7:27	7:31
6:15	6:43	7:03	7:25	7:34	—
6:23	6:51	7:11	7:33	7:42	—
6:31	6:59	7:18	7:39	7:48	7:52
6:40	7:07	7:26	7:46	7:55	—
6:48	7:15	7:34	7:54	8:03	—
6:58	7:23	7:42	8:02	8:11	8:15
7:06	7:31	7:49	8:09	8:18	—
7:15	7:39	7:57	8:17	8:26	—
7:23	7:47	8:05	8:25	8:34	8:38
7:31	7:55	8:12	8:32	8:41	—
7:39	8:03	8:20	8:39	8:48	—
7:47	8:11	8:28	8:47	8:56	9:00
7:56	8:19	8:36	8:55	9:04	—
8:04	8:27	8:44	9:03	9:12	—
8:16	8:37	8:54	9:12	9:20	9:23
8:27	8:47	9:04	9:22	9:31	—
8:42	9:02	9:18	9:36	9:45	—
9:04	9:22	9:38	9:56	10:03	10:06
9:24	9:42	9:58	10:16	10:23	10:26
9:44	10:02	10:18	10:36	10:43	10:46
10:04	10:22	10:38	10:56	11:05	—
10:24	10:42	10:58	11:16	11:23	11:26
10:49	11:06	11:21	11:38	11:46	—
11:15	11:31	11:45	11:59	12:07A	12:10A
11:40	11:56	12:09A	12:24A	12:31	—
12:07A	12:21A	12:34	12:49	12:56	—
12:35	12:49	1:02	1:17	1:23	—
1:10	1:24	1:37	1:52	1:58	—
2:10	2:24	2:36	2:51	2:57	—
3:10	3:24	3:36	3:51	3:57	—
4:10	4:24	4:36	4:51	4:57	—

Saturday

Effective Oct 23 2022

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Northbound *(Approximate Times)*

HAWTHORNE	ATHENS	LOS ANGELES		KOREATOWN	HOLLYWOOD
1	2	3	4	5	6
Crenshaw Station	Western & Imperial	Western & Manchester	Expo/Western Station	Wilshire & Western Station	Hollywood & Western
—	4:04A	4:10A	4:24A	4:36A	4:53A
—	4:35	4:41	4:55	5:07	5:24
—	5:07	5:13	5:27	5:40	5:57
—	5:20	5:26	5:42	5:55	6:12
—	5:35	5:41	5:57	6:10	6:27
—	5:50	5:56	6:12	6:25	6:43
—	6:01	6:07	6:23	6:37	6:56
6:07A	6:12	6:18	6:34	6:49	7:09
—	6:20	6:26	6:43	6:58	7:18
6:26	6:31	6:37	6:54	7:10	7:30
—	6:40	6:46	7:03	7:19	7:39
6:45	6:50	6:56	7:13	7:29	7:49
—	6:59	7:06	7:23	7:39	7:59
7:04	7:09	7:16	7:33	7:49	8:10
—	7:19	7:26	7:43	7:59	8:21
7:24	7:29	7:36	7:53	8:09	8:31
—	7:39	7:46	8:03	8:20	8:43
7:44	7:49	7:56	8:13	8:30	8:54
7:53	7:58	8:05	8:23	8:40	9:04
8:02	8:08	8:15	8:33	8:50	9:14
—	8:17	8:24	8:43	9:00	9:25
8:21	8:27	8:34	8:53	9:11	9:36
—	8:36	8:44	9:03	9:21	9:46
8:38	8:44	8:52	9:11	9:29	9:54
—	8:54	9:02	9:22	9:40	10:06
9:00	9:06	9:14	9:34	9:52	10:19
—	9:16	9:24	9:44	10:02	10:30
9:19	9:25	9:33	9:53	10:12	10:40
—	9:34	9:42	10:02	10:22	10:50
9:37	9:43	9:51	10:12	10:32	11:00
—	9:53	10:01	10:22	10:42	11:10
9:57	10:03	10:11	10:32	10:52	11:20
10:07	10:13	10:21	10:42	11:02	11:30
10:15	10:21	10:29	10:50	11:11	11:39
—	10:31	10:39	11:00	11:21	11:49
10:35	10:41	10:49	11:10	11:31	11:59
10:44	10:50	10:58	11:20	11:41	12:09P
10:54	11:00	11:08	11:30	11:51	12:19
—	11:10	11:18	11:40	12:01P	12:29
11:14	11:20	11:28	11:50	12:11	12:39
11:24	11:30	11:38	11:59	12:21	12:49
—	11:39	11:47	12:10P	12:31	12:59
11:43	11:49	11:57	12:20	12:41	1:09
—	11:58	12:07P	12:30	12:51	1:19
12:01P	12:07P	12:16	12:39	1:00	1:28
—	12:17	12:26	12:49	1:10	1:38
12:21	12:27	12:36	12:59	1:20	1:48
12:31	12:37	12:46	1:09	1:30	1:58
12:41	12:47	12:56	1:19	1:40	2:08
—	12:57	1:06	1:29	1:50	2:18
1:01	1:07	1:16	1:39	2:00	2:28
1:11	1:17	1:26	1:49	2:10	2:38
1:21	1:27	1:36	1:59	2:20	2:48
—	1:37	1:46	2:09	2:30	2:58
1:41	1:47	1:56	2:19	2:40	3:08
1:51	1:57	2:06	2:29	2:50	3:18
2:01	2:07	2:16	2:39	3:00	3:28
—	2:17	2:26	2:49	3:10	3:38
2:21	2:27	2:36	2:59	3:20	3:48
2:31	2:37	2:46	3:09	3:30	3:58
2:41	2:47	2:56	3:19	3:40	4:08
—	2:57	3:06	3:29	3:50	4:18
3:01	3:07	3:16	3:39	4:00	4:28
3:11	3:17	3:26	3:49	4:10	4:38
3:20	3:26	3:35	3:58	4:19	4:47
—	3:36	3:45	4:08	4:29	4:57
3:41	3:47	3:56	4:19	4:40	5:08
3:52	3:58	4:07	4:30	4:51	5:19
4:03	4:09	4:18	4:40	5:01	5:29
—	4:20	4:29	4:50	5:11	5:39
4:24	4:30	4:39	5:00	5:21	5:49
4:34	4:40	4:49	5:10	5:31	5:59
4:44	4:50	4:59	5:20	5:41	6:09
—	5:00	5:09	5:30	5:51	6:18
5:04	5:10	5:19	5:40	6:01	6:28
5:14	5:20	5:29	5:50	6:11	6:38
5:24	5:30	5:39	6:00	6:20	6:47
—	5:40	5:49	6:10	6:30	6:57
5:45	5:51	6:00	6:20	6:40	7:06
5:56	6:02	6:10	6:30	6:50	7:16
6:06	6:12	6:20	6:40	7:00	7:26
—	6:22	6:30	6:50	7:10	7:36
6:26	6:32	6:40	7:00	7:20	7:46
6:37	6:43	6:51	7:10	7:30	7:55
6:48	6:54	7:02	7:21	7:40	8:05
—	7:04	7:12	7:31	7:50	8:15
7:08	7:14	7:22	7:41	8:00	8:24
7:19	7:25	7:33	7:52	8:10	8:34
7:30	7:36	7:44	8:03	8:20	8:44
—	7:50	7:58	8:17	8:34	8:58
8:00	8:05	8:12	8:31	8:48	9:12
—	8:21	8:28	8:47	9:04	9:27
8:37	8:42	8:49	9:07	9:24	9:45
—	9:04	9:11	9:29	9:45	10:06
9:21	9:26	9:33	9:50	10:05	10:26
—	9:47	9:54	10:10	10:25	10:46
10:02	10:07	10:14	10:30	10:45	11:04
10:23	10:28	10:35	10:51	11:05	11:24
10:48	10:53	11:00	11:16	11:30	11:49
—	11:18	11:25	11:41	11:55	12:13A
11:39	11:44	11:51	12:07A	12:20A	12:38
—	12:13A	12:19A	12:35	12:48	1:05
12:35A	12:40	12:46	1:01	1:14	1:31
—	1:08	1:14	1:29	1:42	1:59
—	2:08	2:14	2:29	2:41	2:58
—	3:08	3:14	3:28	3:40	3:56

Southbound *(Approximate Times)*

HOLLYWOOD	KOREATOWN	LOS ANGELES		ATHENS	HAWTHORNE
7	5	4	3	2	1
Western & Franklin	Wilshire & Western Station	Expo/Western Station	Western & Manchester	Western & Imperial	Crenshaw Station
5:03A	5:19A	5:33A	5:48A	5:56A	5:59A
5:32	5:49	6:03	6:18	6:26	6:29
5:56	6:13	6:27	6:42	6:50	6:53
6:11	6:28	6:42	6:57	7:05	7:08
6:26	6:43	6:57	7:14	7:22	7:25
6:40	6:57	7:12	7:29	7:37	7:40
6:52	7:09	7:24	7:41	7:49	7:52
7:02	7:19	7:34	7:51	7:59	—
7:12	7:29	7:44	8:01	8:10	8:13
7:22	7:39	7:54	8:12	8:21	—
7:32	7:49	8:05	8:23	8:32	8:35
7:42	7:59	8:15	8:33	8:42	—
7:52	8:09	8:25	8:43	8:52	8:55
8:02	8:19	8:35	8:53	9:02	—
8:12	8:29	8:45	9:03	9:12	9:15
8:22	8:39	8:55	9:14	9:23	—
8:32	8:49	9:05	9:25	9:34	9:37
8:42	8:59	9:16	9:36	9:45	9:48
8:50	9:09	9:26	9:46	9:55	9:58
8:58	9:19	9:36	9:56	10:05	—
9:08	9:29	9:46	10:06	10:15	10:18
9:18	9:39	9:56	10:17	10:26	10:29
9:28	9:49	10:06	10:27	10:36	10:39
9:37	9:58	10:16	10:37	10:46	—
9:48	10:09	10:27	10:48	10:57	11:00
9:58	10:19	10:37	10:58	11:07	11:10
10:07	10:28	10:47	11:09	11:18	11:21
10:17	10:38	10:57	11:19	11:28

Sunday & Holiday Schedule

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Effective Oct 23 2022

Northbound *(Approximate Times)*

HAWTHORNE	ATHENS	LOS ANGELES		KOREATOWN	HOLLYWOOD
1	2	3	4	5	6
Crenshaw Station	Western & Imperial	Western & Manchester	Expo/Western Station	Wilshire & Western Station	Hollywood & Western B
—	4:04A	4:10A	4:24A	4:36A	4:53A
—	4:35	4:41	4:55	5:07	5:25
—	5:06	5:12	5:26	5:39	5:56
—	5:20	5:26	5:42	5:55	6:12
—	5:34	5:40	5:56	6:10	6:27
—	5:49	5:55	6:11	6:25	6:43
—	6:04	6:10	6:26	6:40	6:58
6:09A	6:15	6:21	6:38	6:53	7:11
—	6:24	6:30	6:48	7:03	7:21
6:27	6:33	6:40	6:58	7:13	7:32
—	6:43	6:50	7:08	7:23	7:43
6:47	6:53	7:00	7:18	7:33	7:53
—	7:02	7:09	7:27	7:43	8:04
7:05	7:11	7:18	7:36	7:52	8:13
—	7:20	7:27	7:45	8:01	8:22
7:23	7:29	7:36	7:54	8:10	8:31
—	7:39	7:46	8:04	8:20	8:41
7:43	7:49	7:56	8:14	8:30	8:52
7:53	7:59	8:06	8:24	8:40	9:02
8:02	8:08	8:15	8:33	8:50	9:12
—	8:17	8:24	8:43	9:00	9:22
8:21	8:27	8:34	8:53	9:10	9:33
—	8:36	8:44	9:03	9:20	9:43
8:40	8:46	8:54	9:13	9:30	9:53
—	8:55	9:03	9:22	9:40	10:05
8:59	9:05	9:13	9:32	9:50	10:16
—	9:15	9:23	9:42	10:00	10:26
9:19	9:25	9:33	9:52	10:10	10:36
—	9:34	9:42	10:01	10:20	10:46
9:38	9:44	9:52	10:11	10:30	10:56
—	9:52	10:00	10:21	10:40	11:06
9:56	10:02	10:10	10:31	10:50	11:16
10:06	10:12	10:20	10:41	11:00	11:26
10:16	10:22	10:30	10:51	11:10	11:36
—	10:32	10:40	11:01	11:20	11:46
10:35	10:41	10:49	11:10	11:30	11:56
10:45	10:51	10:59	11:20	11:40	12:06P
10:55	11:01	11:09	11:30	11:50	12:16
—	11:11	11:19	11:40	11:59	12:26
11:15	11:21	11:29	11:50	12:10P	12:36
11:25	11:31	11:39	11:59	12:20	12:46
—	11:41	11:49	12:10P	12:30	12:57
11:45	11:51	11:59	12:20	12:40	1:07
—	12:01P	12:09P	12:30	12:50	1:17
12:03P	12:09	12:17	12:40	1:00	1:27
—	12:19	12:27	12:50	1:10	1:37
12:23	12:29	12:37	1:00	1:20	1:47
12:33	12:39	12:47	1:10	1:30	1:57
12:43	12:49	12:57	1:20	1:40	2:07
—	12:59	1:07	1:30	1:50	2:17
1:03	1:09	1:17	1:40	2:00	2:27
1:13	1:19	1:27	1:50	2:10	2:37
1:23	1:29	1:37	2:00	2:20	2:47
—	1:40	1:48	2:10	2:30	2:57
1:44	1:50	1:58	2:20	2:40	3:07
1:54	2:00	2:08	2:30	2:50	3:17
2:04	2:10	2:18	2:40	3:00	3:27
—	2:20	2:28	2:50	3:10	3:37
2:24	2:30	2:38	3:00	3:20	3:47
2:34	2:40	2:48	3:10	3:30	3:57
2:44	2:50	2:58	3:20	3:40	4:07
—	3:01	3:09	3:31	3:50	4:17
3:05	3:11	3:19	3:41	4:00	4:27
3:15	3:21	3:29	3:50	4:09	4:36
3:24	3:30	3:38	3:59	4:18	4:45
—	3:40	3:48	4:09	4:28	4:55
3:44	3:50	3:58	4:19	4:38	5:04
3:54	4:00	4:08	4:29	4:48	5:14
4:04	4:10	4:18	4:39	4:58	5:24
—	4:21	4:29	4:50	5:08	5:34
4:25	4:31	4:39	5:00	5:18	5:44
4:35	4:41	4:49	5:10	5:28	5:54
4:45	4:51	4:59	5:20	5:38	6:04
—	5:01	5:09	5:30	5:48	6:14
5:05	5:11	5:19	5:40	5:58	6:23
5:15	5:21	5:29	5:50	6:08	6:33
5:25	5:31	5:39	6:00	6:18	6:43
—	5:41	5:49	6:10	6:28	6:53
5:46	5:52	6:00	6:20	6:38	7:03
5:56	6:02	6:10	6:30	6:48	7:13
6:06	6:12	6:20	6:40	6:58	7:23
—	6:22	6:30	6:50	7:08	7:33
6:26	6:32	6:40	7:00	7:18	7:43
6:36	6:42	6:50	7:10	7:28	7:52
6:46	6:52	7:00	7:20	7:38	8:02
—	7:02	7:10	7:30	7:48	8:12
7:06	7:12	7:20	7:40	7:58	8:22
7:16	7:22	7:30	7:50	8:08	8:32
7:28	7:34	7:42	8:02	8:19	8:43
—	7:47	7:55	8:14	8:31	8:55
7:58	8:04	8:11	8:30	8:47	9:11
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8:37	8:42	8:49	9:07	9:24	9:45
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9:21	9:26	9:33	9:50	10:05	10:26
—	9:47	9:54	10:10	10:25	10:46
10:02	10:07	10:14	10:30	10:45	11:04
10:23	10:28	10:35	10:51	11:05	11:24
10:48	10:53	11:00	11:16	11:30	11:49
—	11:18	11:25	11:41	11:55	12:13A
11:39	11:44	11:51	12:07A	12:20A	12:38
—	12:13A	12:19A	12:35	12:48	1:05
12:35A	12:40	12:46	1:01	1:14	1:31
—	1:08	1:14	1:29	1:42	1:59
—	2:08	2:14	2:29	2:41	2:58
—	3:08	3:14	3:28	3:40	3:56

Southbound *(Approximate Times)*

HOLLYWOOD	KOREATOWN	LOS ANGELES		ATHENS	HAWTHORNE
7	5	4	3	2	1
Western & Franklin	Wilshire & Western Station	Expo/Western Station	Western & Manchester	Western & Imperial	Crenshaw Station
5:07A	5:21A	5:33A	5:47A	5:55A	5:58A
5:35	5:50	6:03	6:19	6:27	6:30
5:58	6:13	6:27	6:43	6:51	6:54
6:13	6:28	6:42	6:58	7:06	7:09
6:27	6:43	6:57	7:13	7:21	7:24
6:42	6:58	7:12	7:28	7:36	7:39
6:52	7:08	7:22	7:38	7:44	7:47
7:02	7:18	7:32	7:48	7:57	—
7:13	7:28	7:42	7:59	8:07	8:10
7:23	7:38	7:52	8:10	8:19	—
7:33	7:48	8:03	8:21	8:29	8:32
7:43	7:58	8:14	8:32	8:41	—
7:52	8:08	8:24	8:42	8:50	8:53
8:01	8:18	8:36	8:52	9:01	—
8:11	8:28	8:44	9:02	9:10	9:13
8:21	8:38	8:54	9:13	9:22	—
8:32	8:49	9:05	9:24	9:32	9:35
8:43	9:00	9:16	9:35	9:43	9:46
8:53	9:11	9:27	9:47	9:55	9:58
9:02	9:21	9:37	9:57	10:06	—
9:12	9:31	9:47	10:07	10:15	10:18
9:22	9:41	9:57	10:17	10:25	10:28
9:32	9:51	10:07	10:27	10:35	10:38
9:42	10:01	10:17	10:37	10:46	—
9:52	10:11	10:27	10:47	10:55	10:58
10:02	10:21	10:37	10:57	11:05	11:08
10:12	10:31	10:49	11:09	11:17	11:20
10:22	10:41	10:59	11:19	11:28	—
10:31	10:51	11:09	11:29	11:37	11:40
10:41	11:01	11:19	11:39	11:48	—
10:51	11:11	11:29	11:49	11:57	11:59
11:01	11:21	11:39	11:59	12:07P	12:11P
11:11	11:31	11:49	12:09P	12:17	12:21
11:21	11:41	11:59	12:19	12:29	—
11:31	11:51	12:09P	12:29	12:37	12:41
11:41	12:01P	12:19	12:40	12:48	12:52
11:49	12:11	12:29	12:50	12:58	1:02
11:59	12:21	12:39	1:00	1:10	—
12:09P	12:31	12:50	1:11	1:19	1:23
12:19	12:41	1:00	1:21	1:29	1:33
12:28	12:51	1:10	1:31	1:39	1:43
12:38	1:01	1:20	1:41	1:51	—
12:48	1:11	1:30	1:51	2:00	2:04
12:58	1:21	1:40	2:01	2:10	2:14
1:08	1:31	1:50	2:11	2:20	2:24
1:18	1:41	2:00	2:21	2:31	—
1:28	1:51	2:10	2:31	2:40	2:44
1:38	2:01	2:20	2:41	2:50	2:54
1:48	2:11	2:30	2:51	3:00	3:04
1:58	2:21	2:40	3:01	3:11	—
2:08	2:31	2:50	3:11	3:20	3:24
2:18	2:41	3:00	3:21	3:30	3:34
2:28	2:51	3:10	3:31	3:40	3:44
2:38	3:01	3:20	3:41	3:51	—
2:48	3:11	3:30	3:51	4:00	4:04
2:58	3:21	3:40	4:01	4:10	4:14
3:08	3:31	3:50	4:11	4:20	4:24
3:18	3:41	4:00	4:21	4:31	—
3:28	3:51	4:10	4:31	4:40	4:44
3:38	4:01	4:20	4:41	4:50	4:54
3:48	4:11	4:30	4:51	5:00	5:04
3:58	4:21	4:40	5:01	5:10	—
4:09	4:32	4:50	5:10	5:19	5:23
4:20	4:43	5:01	5:21	5:30	5:34
4:31	4:54	5:12	5:32	5:41	5:45
4:42	5:05	5:23	5:43	5:52	—
4:52	5:15	5:33	5:53	6:02	6:06
5:02	5:25	5:43	6:03	6:12	6:16
5:12	5:35	5:53	6:13	6:22	6:26
5:22	5:45	6:03	6:23	6:32	—
5:32	5:55	6:12	6:32	6:41	6:45
5:42	6:05	6:22	6:42	6:51	6:55
5:53	6:15	6:32	6:52	7:01	7:05
6:03	6:25	6:42	7:02	7:11	—
6:13	6:35	6:52	7:12	7:21	7:25
6:23	6:45	7:02	7:20	7:29	—
6:34	6:55	7:11	7:29	7:38	7:42
6:45	7:05	7:21	7:39	7:48	—
6:55	7:15	7:31	7:49	7:58	8:02
7:05	7:25	7:41	7:59	8:08	—
7:17	7:37	7:53	8:12	8:21	8:25
7:30	7:50	8:06	8:26	8:35	—
7:46	8:05	8:21	8:40	8:49	8:53
8:02	8:21	8:37	8:56	9:05	—
8:17	8:36	8:52	9:10	9:18	9:21
8:32	8:51	9:07	9:25	9:34	—
8:48	9:07	9:23	9:41	9:50	—
9:04	9:22	9:38	9:56	10:03	10:06
9:24	9:42	9:58	10:16	10:23	10:26
9:44	10:02	10:18	10:36	10:43	10:46
10:04	10:22	10:38	10:56	11:05	—
10:24	10:42	10:58	11:16	11:23	11:26
10:49	11:06	11:21	11:38	11:46	—
11:15	11:31	11:45	11:59	12:07A	12:10A
11:40	11:56	12:09A	12:24A	12:31	—
12:07A	12:21A	12:34	12:49	12:56	—
12:35	12:49	1:02	1:17	1:23	—
1:10	1:24	1:37	1:52	1:58	—
2:10	2:24	2:36	2:51	2:57	—
3:10	3:24	3:36	3:51	3:57	—
4:10	4:24	4:36	4:51	4:57	—

Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

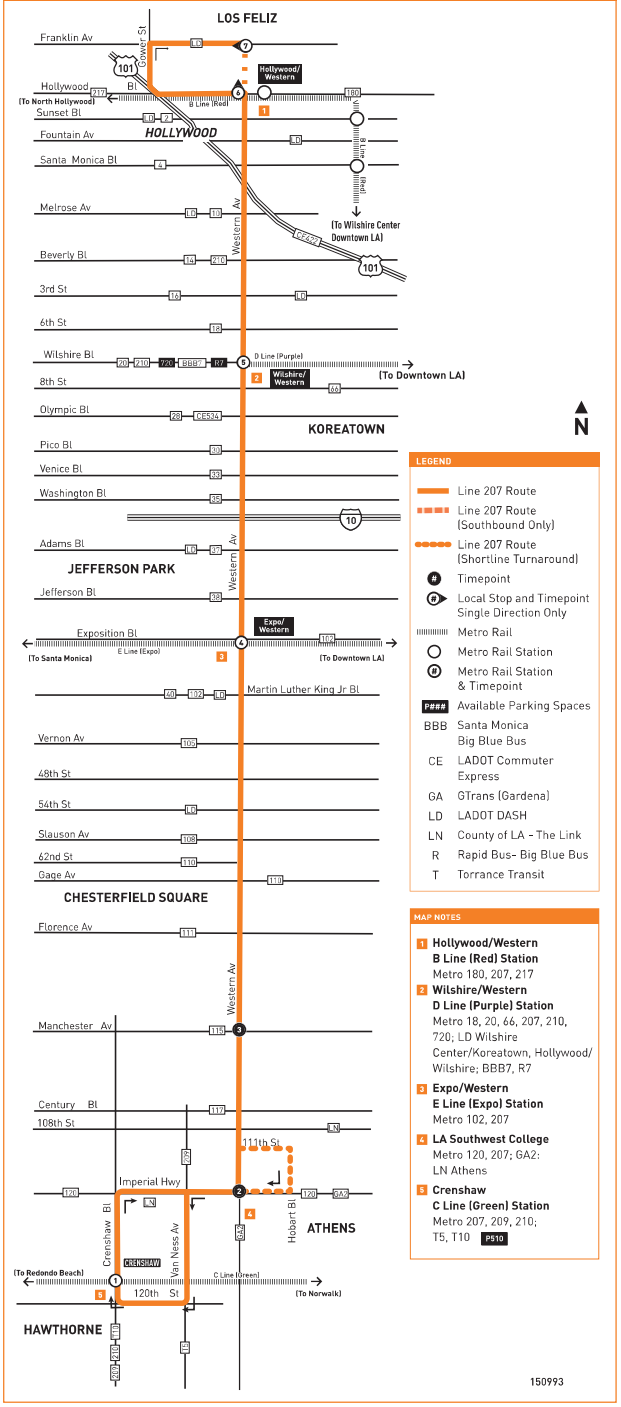
Special Notes

D Trip ends at Western and Franklin at time shown.

Notas Especiales

D *El viaje termina en Western y Franklin como muestra el horario.*

ROUTE MAP



LEGEND

- Line 207 Route
- Line 207 Route (Southbound Only)
- Line 207 Route (Shortline Turnaround)
- Timepoint
- Local Stop and Timepoint Single Direction Only
- Metro Rail
- Metro Rail Station
- Metro Rail Station & Timepoint
- P### Available Parking Spaces
- BBB Santa Monica Big Blue Bus
- CE LADOT Commuter Express
- GA GTrans (Gardena)
- LD LADOT DASH
- LN County of LA - The Link
- R Rapid Bus- Big Blue Bus
- T Torrance Transit

MAP NOTES

1. **Hollywood/Western B Line (Red) Station**
   Metro 180, 207, 217
2. **Wilshire/Western D Line (Purple) Station**
   Metro 18, 20, 66, 207, 210, 720; LD Wilshire Center/Koreatown, Hollywood/Wilshire; BBB7, R7
3. **Expo/Western E Line (Expo) Station**
   Metro 102, 207
4. **LA Southwest College**
   Metro 120, 207; GA2: LN Athens
5. **Crenshaw C Line (Green) Station**
   Metro 207, 209, 210; T5, T10 P510

150993

DASH MIDTOWN

EFFECTIVE JULY 31, 2021
A PATIR DEL 31 DEL JULIO, 2021

NORTHBOUND/HACIA EL NORTE

	LEAVES/SALE M.L. KING AT CRENSHAW MALL (A)	DELTA SENIOR CENTER (B)	ADAMS & ARLINGTON (C)	WASHINGTON & GRAMERCY (D)	WASHINGTON & WEST (E)	ARRIVES/LLEGA REDONDO & PACKARD (F)
MONDAY-FRIDAY/LUNES-VIERNES						
FIRST BUS / PRIMER AUTOBÚS	6:00am	6:09	6:15	6:25	6:30	6:40
30	then every 30 minutes until /después cada 30 minutos hasta					
LAST BUS / ÚLTIMO AUTOBÚS	7:00pm	7:09	7:15	7:25	7:30	7:40
SATURDAY & SUNDAY/SÁBADO Y DOMINGO						
FIRST BUS / PRIMER AUTOBÚS	9:00am	9:09	9:15	9:25	9:30	9:40
30	then every 30 minutes until /después cada 30 minutos hasta					
LAST BUS / ÚLTIMO AUTOBÚS	6:00pm	6:09	6:15	6:25	6:30	6:40

SOUTHBOUND/HACIA EL SUR

	ARRIVES/LLEGA REDONDO & PACKARD (F)	WASHINGTON & WEST (E)	WASHINGTON & GRAMERCY (D)	ADAMS & ARLINGTON (C)	DELTA SENIOR CENTER (B)	LEAVES/SALE M. L. KING AT CRENSHAW MALL (A)
MONDAY-FRIDAY/LUNES-VIERNES						
FIRST BUS / PRIMER AUTOBÚS	6:10am	6:18	6:23	6:33	6:39	6:48
30	then every 30 minutes until /después cada 30 minutos hasta					
LAST BUS / ÚLTIMO AUTOBÚS	7:10pm	7:18	7:23	7:33	7:39	7:48
SATURDAY & SUNDAY/SÁBADO Y DOMINGO						
FIRST BUS / PRIMER AUTOBÚS	9:10am	9:18	9:23	9:33	9:39	9:48
30	then every 30 minutes until /después cada 30 minutos hasta					
LAST BUS / ÚLTIMO AUTOBÚS	6:10pm	6:18	6:23	6:33	6:39	6:48

Note: Schedules are subject to traffic, weather and other conditions. Please be patient as these conditions are out of the control of the driver and LADOT. Also remember to allow sufficient time to make transfers to other services./Nota: Los horarios están sujetos al tráfico, el clima y a otras condiciones. Favor de ser paciente porque dichas condiciones están fuera del control del conductor y de LADOT. Recuerde el darse suficiente tiempo para hacer transbordes a otros servicios.

LADOT TRANSIT

City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

DASH MIDTOWN

EFFECTIVE JULY 31, 2021
A PATIR DEL 31 DEL JULIO, 2021

LADOT TRANSIT

City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
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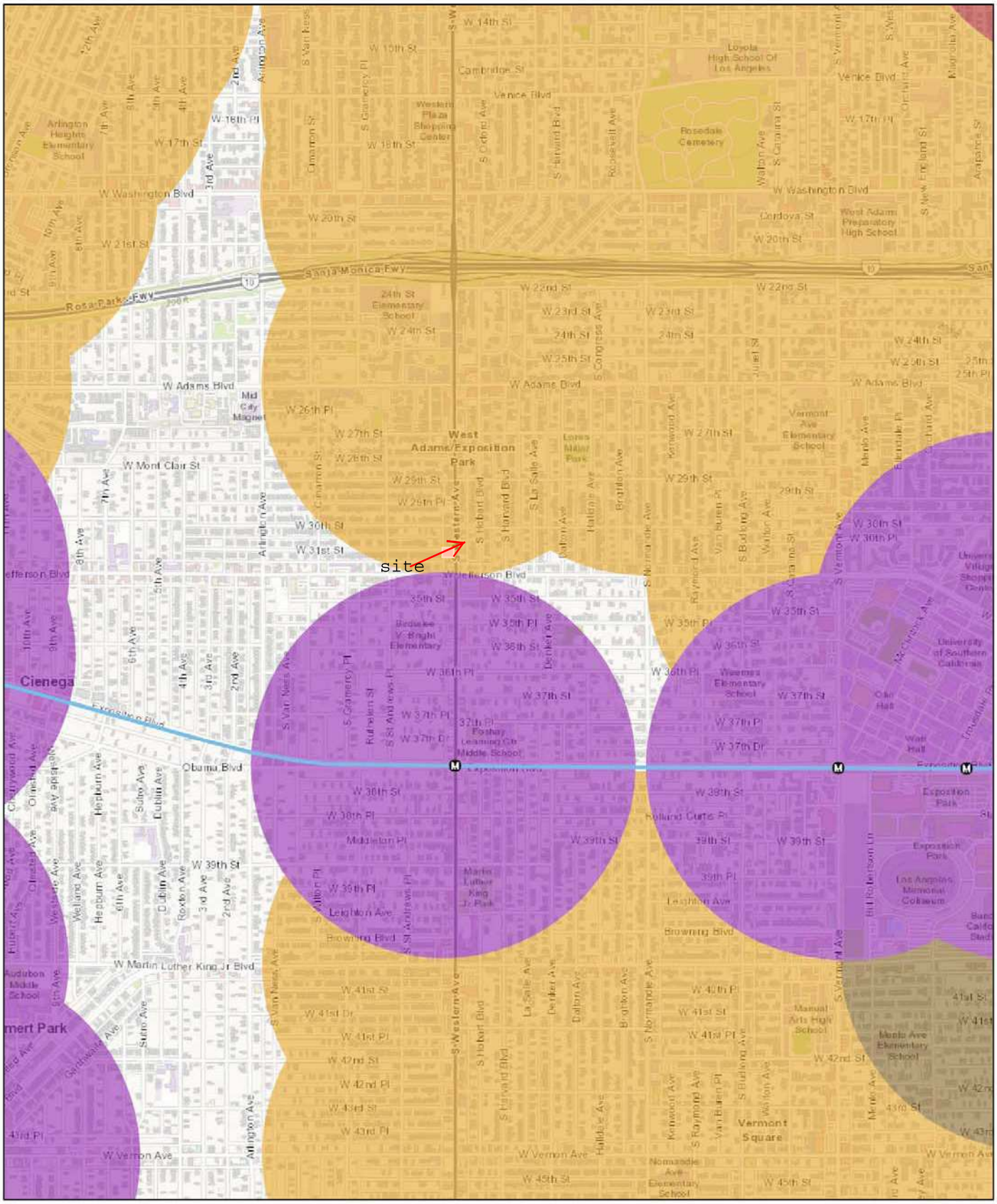
APPENDIX E

Mobility Network Maps

METRO & TPA


site
W 14th St
W 15th St
W 16th Pl
W 17th St
W 18th St
W 20th St
W 21st St
W 22nd St
W 23rd St
W 24th St
W 25th St
W 26th Pl
W 27th St
W 28th St
W 29th St
W 29th Pl
W 30th St
W 31st St
W 35th St
W 35th Pl
W 36th St
W 36th Pl
W 37th St
W 37th Pl
W 37th Dr
W 38th St
W 38th Pl
W 39th St
W 39th Pl
W 41st St
W 41st Dr
W 41st Pl
W 42nd St
W 42nd Pl
W 43rd St
W 43rd Pl
W 45th St
W Washington Blvd
W Adams Blvd
W Mont Clair St
W Martin Luther King Jr Blvd
W Vernon Ave
Venice Blvd
Cambridge St
Cordova St
Santa Monica Fwy
Rosa Parks Fwy
Exposition Blvd
Obama Blvd
Jefferson Blvd
Cienega
Loyola High School Of Los Angeles
Rosedale Cemetery
West Adams Preparatory High School
Arlington Heights Elementary School
24th St Elementary School
Mid City Magnet
West Adams/Exposition Park
Vermont Ave Elementary School
Bedeker V. Bright Elementary
Foshay Learning Ctr Middle School
Weemes Elementary School
University of Southern California
Exposition Park
Los Angeles Memorial Coliseum
Manual Arts High School
Vermont Square
Normandie Ave Elementary School
Audubon Middle School
Marlin Luther King Jr Park
Mesto Ave Elementary School
S Western Ave
S Hobart Blvd
S Harvard Blvd
S La Salle Ave
S Normandie Ave
S Vermont Ave
S Arlington Ave
S Van Ness Ave
S Crenshaw Blvd
S Gramercy Pl
S Cimarron St
S Budlong Ave
S Raymond Ave
S Van Buren Pl
S Catalina St
S Orchard Ave
S New England St
S Arapahoe St
S Mariposa Ave
S Oxford Ave
S Rossmore Ave
S Wilton Pl
S Rimpau Blvd
S St Andrews Pl
S Van Ness Ave
S Gramercy Pl
S Rutgers St
S Dillon St
S Denker Ave
S Halldale Ave
S Brighton Ave
S Normandie Ave
S Raymond Ave
S Budlong Ave
S Wilton Pl
S Vermont Ave
S Bill Robertson Ln
Holland Curtis Pl
Middleton Pl
Leighton Ave
Browning Blvd
Dillon Pl
Denker Ave
Halldale Ave
Kenwood Ave
Van Buren Pl
Wilton Pl
Maple Ave
Orange Ave
Hobart Blvd
Western Ave
Normandie Ave
Vermont Ave
Arlington Ave
Crenshaw Blvd
Gramercy Pl
Cimarron St
Budlong Ave
Raymond Ave
Van Buren Pl
Catalina St
Orchard Ave
New England St
Arapahoe St
Mariposa Ave
Oxford Ave
Rossmore Ave
Wilton Pl
Rimpau Blvd
St Andrews Pl
Van Ness Ave
Gramercy Pl
Rutgers St
Dillon St
Denker Ave
Halldale Ave
Brighton Ave
Normandie Ave
Raymond Ave
Budlong Ave
Wilton Pl
Vermont Ave

TRANSIT ENHANCED AREA

Transit Enhanced Network (TEN)

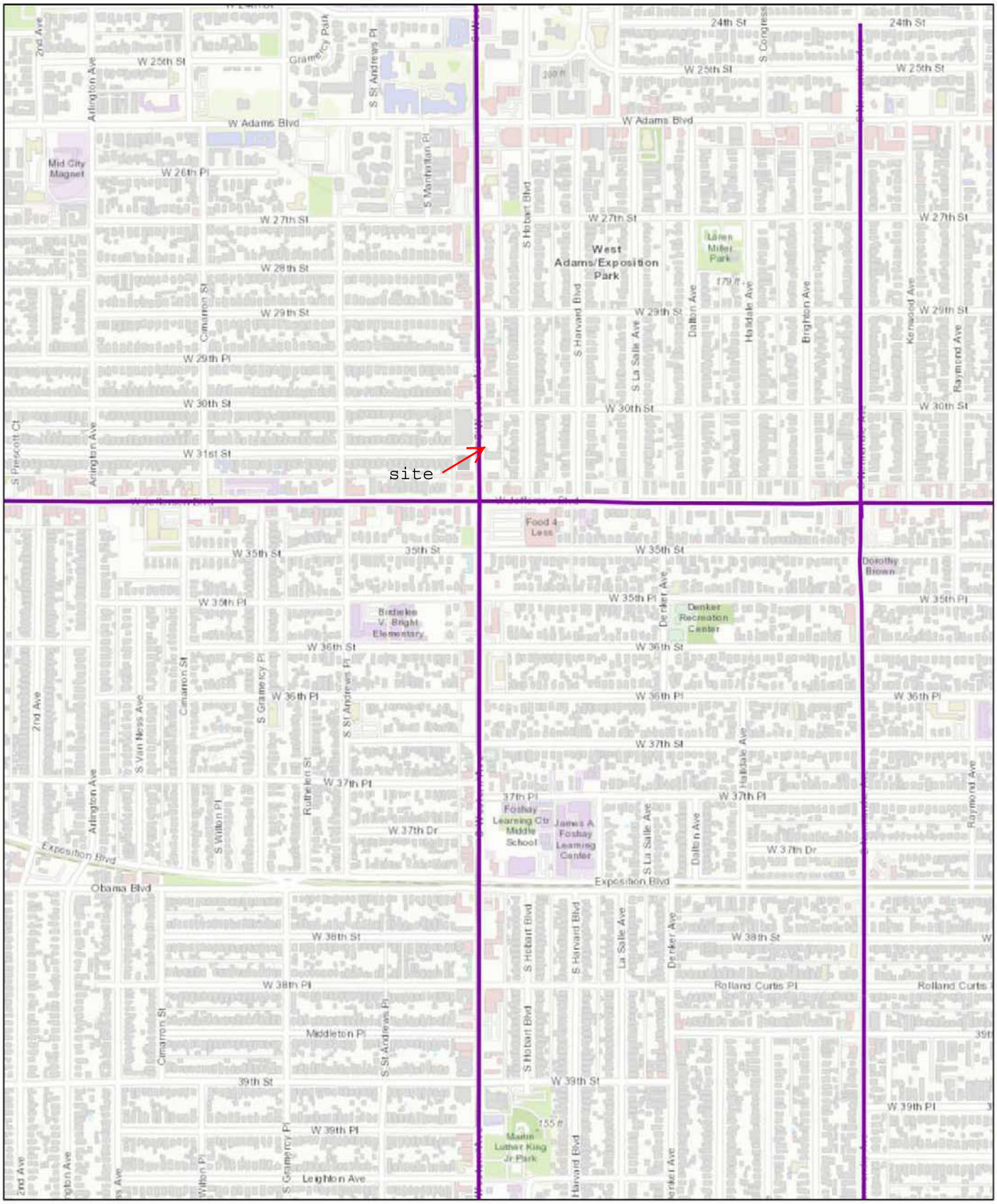
1:18,056

0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

HIGH INJURY NETWORK



High Injury Network

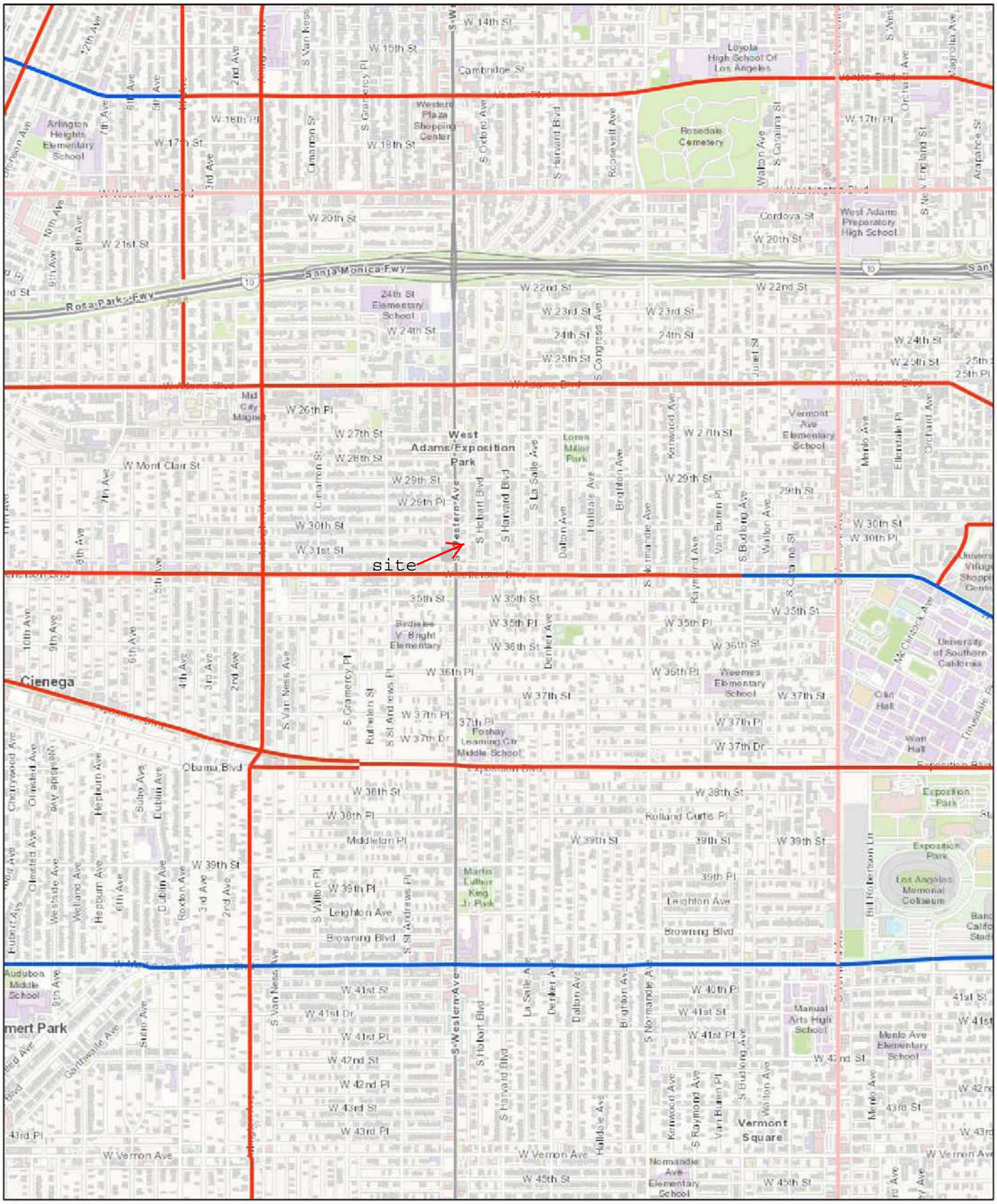
1:9,028

0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

BICYCLE NETWORK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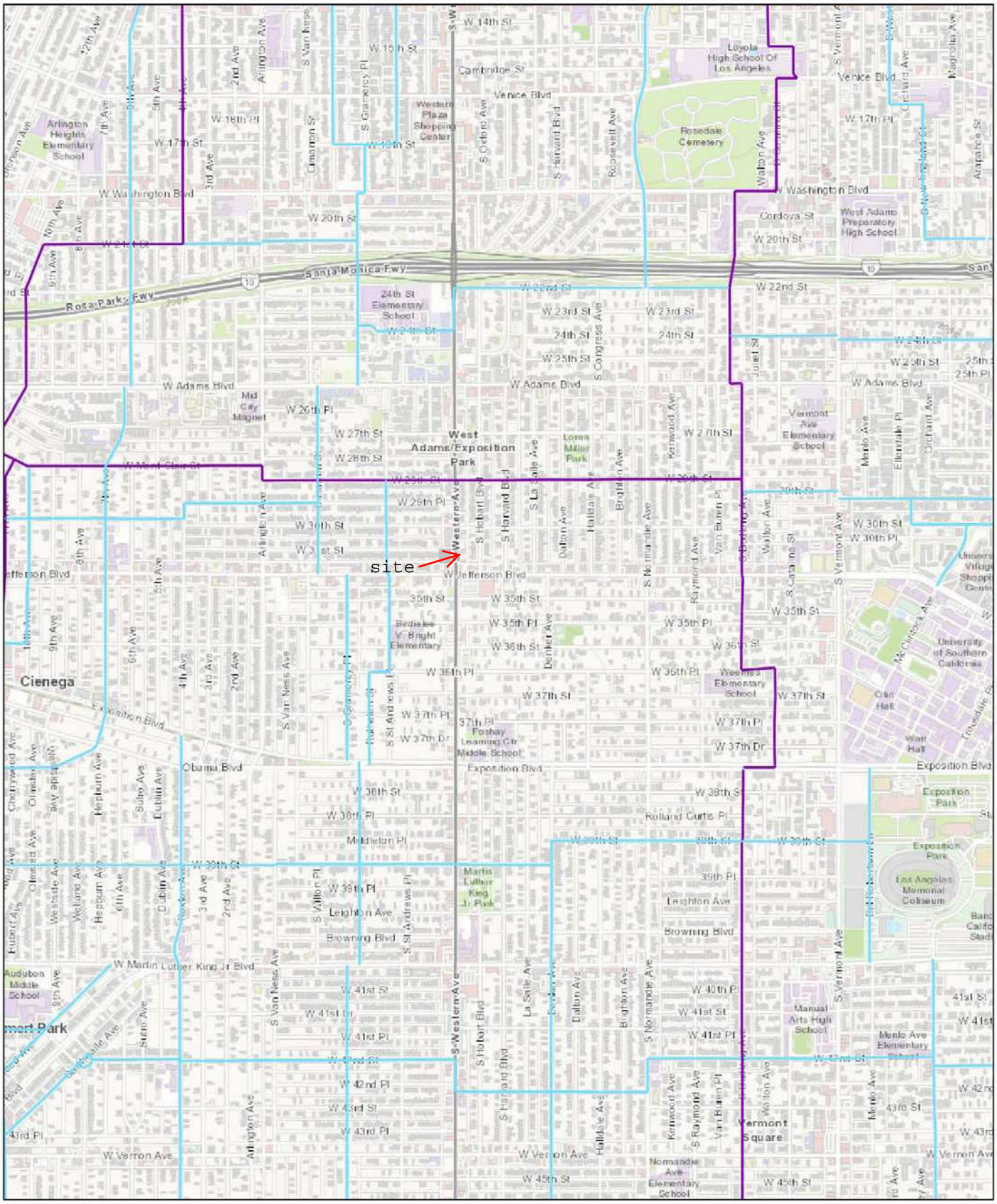
Santa Monica Fwy
Rosa Parks Fwy
West Adams/Exposition Park
Cienega
Obama Blvd
Vermont Square
Loyola High School Of Los Angeles
Rosedale Cemetery
West Adams Preparatory High School
24th St Elementary School
Vermont Ave Elementary School
Weemes Elementary School
Foshay Learning Ctr Middle School
Normandie Ave Elementary School
Manual Arts High School
Menlo Ave Elementary School
Audubon Middle School
Arlington Heights Elementary School
Birdielee V. Bright Elementary
Western Plaza Shopping Center
Martin Luther King Jr. Park
Los Angeles Memorial Coliseum
University of Southern California
Exposition Park
Cambridge St
W 14th St
W 15th St
W 16th Pl
W 17th St
W 17th Pl
W 18th St
W 20th St
W 21st St
Cordova St
W 22nd St
W 23rd St
W 24th St
24th St
W 25th St
W 26th Pl
W 27th St
W 28th St
W 29th St
W 29th Pl
W 30th St
W 30th Pl
W 31st St
W Mont Clair St
35th St
W 35th St
W 35th Pl
W 36th St
W 36th Pl
W 37th St
W 37th Pl
W 37th Dr
W 38th St
W 38th Pl
W 39th St
39th St
W 39th Pl
39th Pl
Leighton Ave
Browning Blvd
W 40th Pl
W 41st St
W 41st Dr
W 41st Pl
W 42nd St
W 42nd Pl
W 43rd St
W 43rd Pl
43rd Pl
W Vernon Ave
W 45th St
S Van Ness Ave
S Gramercy Pl
S Cimarron St
S Western Ave
S Hobart Blvd
S Harvard Blvd
S La Salle Ave
S Dalton Ave
S Halldale Ave
S Brighton Ave
S Normandie Ave
S Raymond Ave
S Budlong Ave
S Walton Ave
S Orchard Ave
S Menlo Ave
S Ellendale Pl
S Hoover St
S Vermont Ave
S Figueroa St
S Grand Ave
S Olive St
S Flower St
S Hope St
S Bixel St
S Alvarado St
S Glendale Blvd
S Rampart Blvd
S Union Ave
S Burlington Ave
S Westlake Ave
S Park View St
S Lucas Ave
S Bonnie Brae St
S Coronado St
S Lake St
S Bonnie Brae St
S Alexandria Ave
S Commonwealth Ave
S Normandie Ave
S Vermont Ave
S Hoover St

NEIGHBORHOOD ENHANCED NETWORK



Neighborhood Network (NEN)

- Tier 1 NEN
- Tier 2 NEN

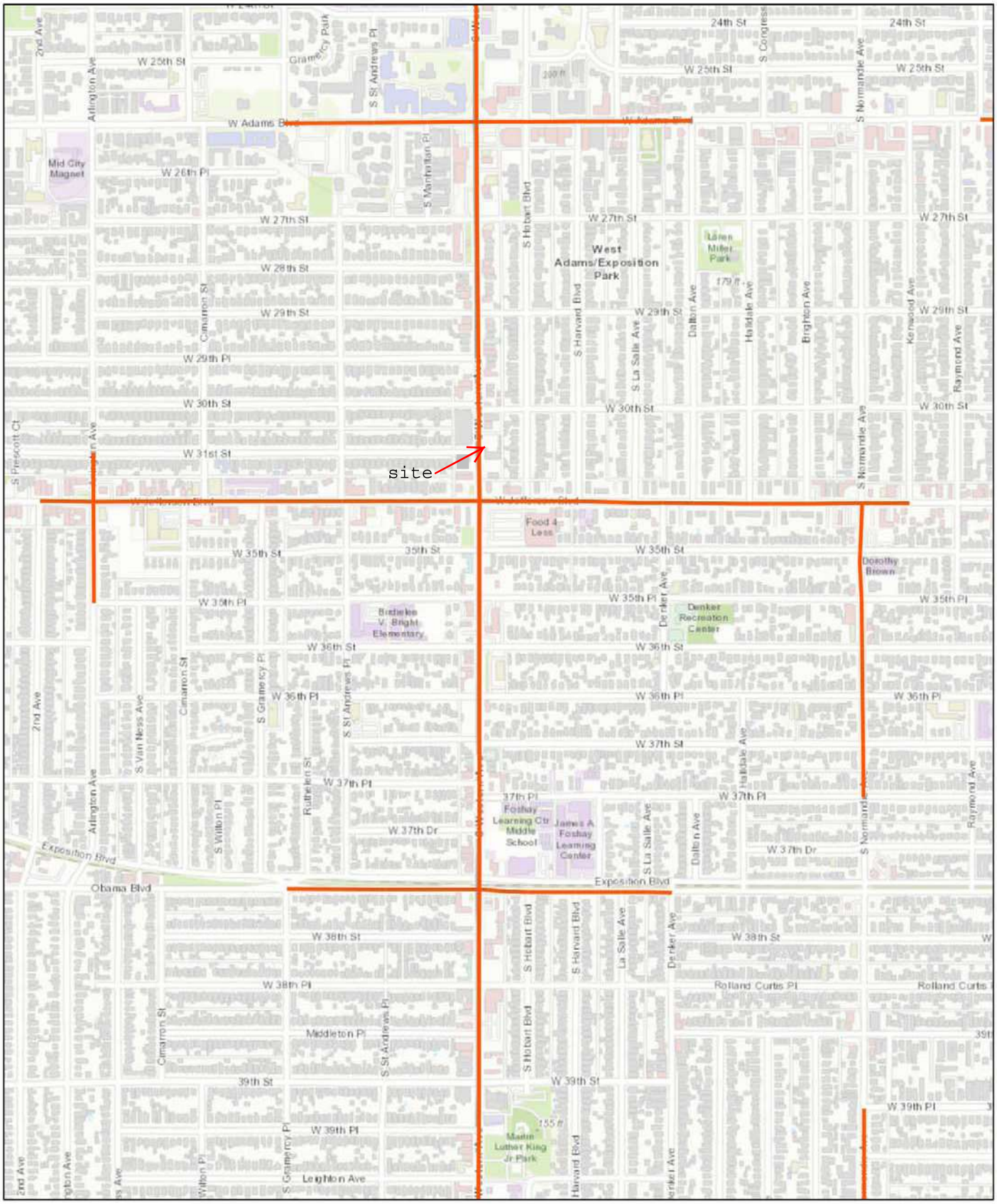
1:18,056

0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

PEDESTRIAN ENHANCED NETWORK



Pedestrian Enhanced Districts (PEDs)

1:9,028

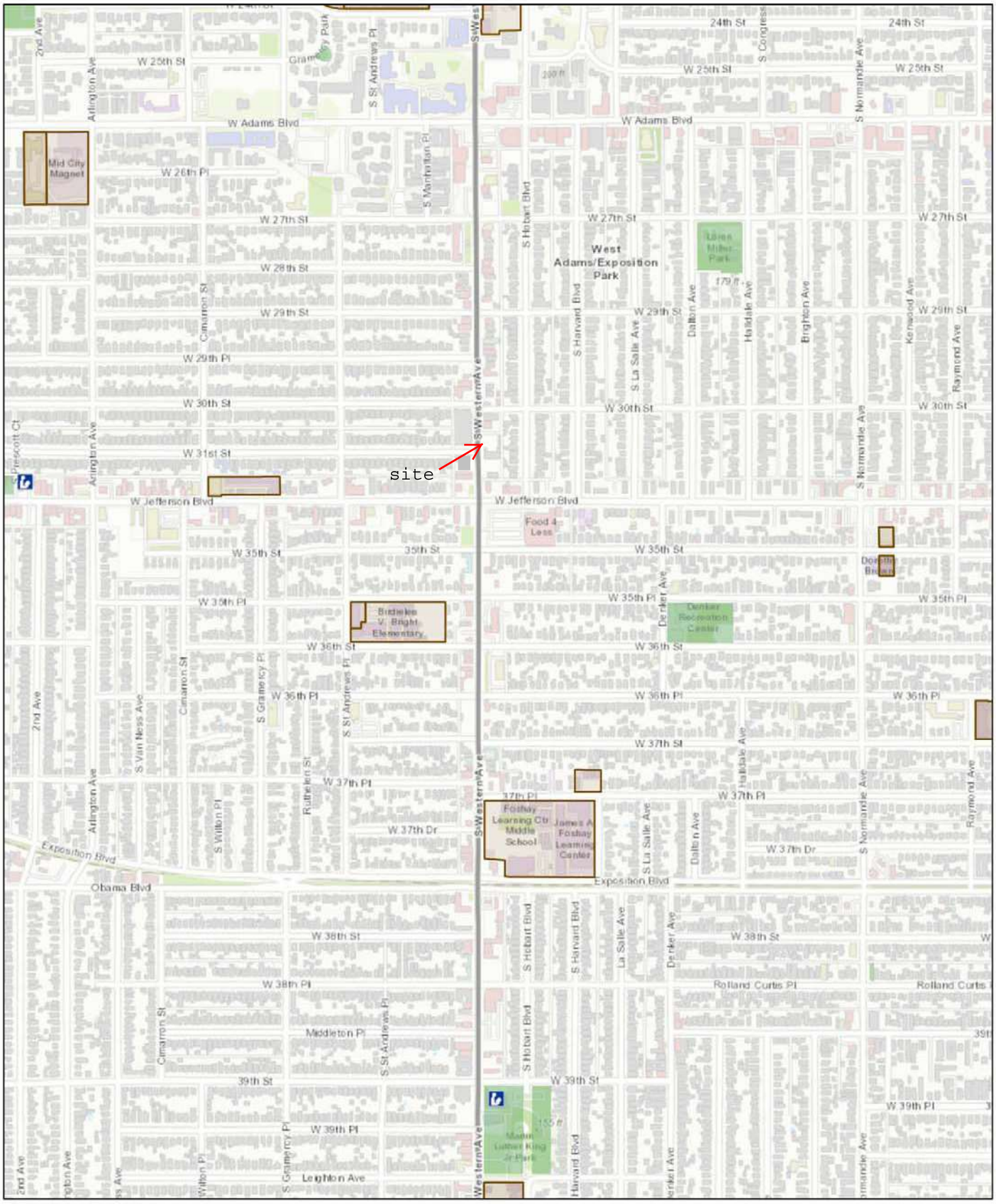
0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Los Angeles Department of City Planning

LIBRARY, SHCOOLS & PARKS



Library

Schools

Schools

Parks

1:9,028

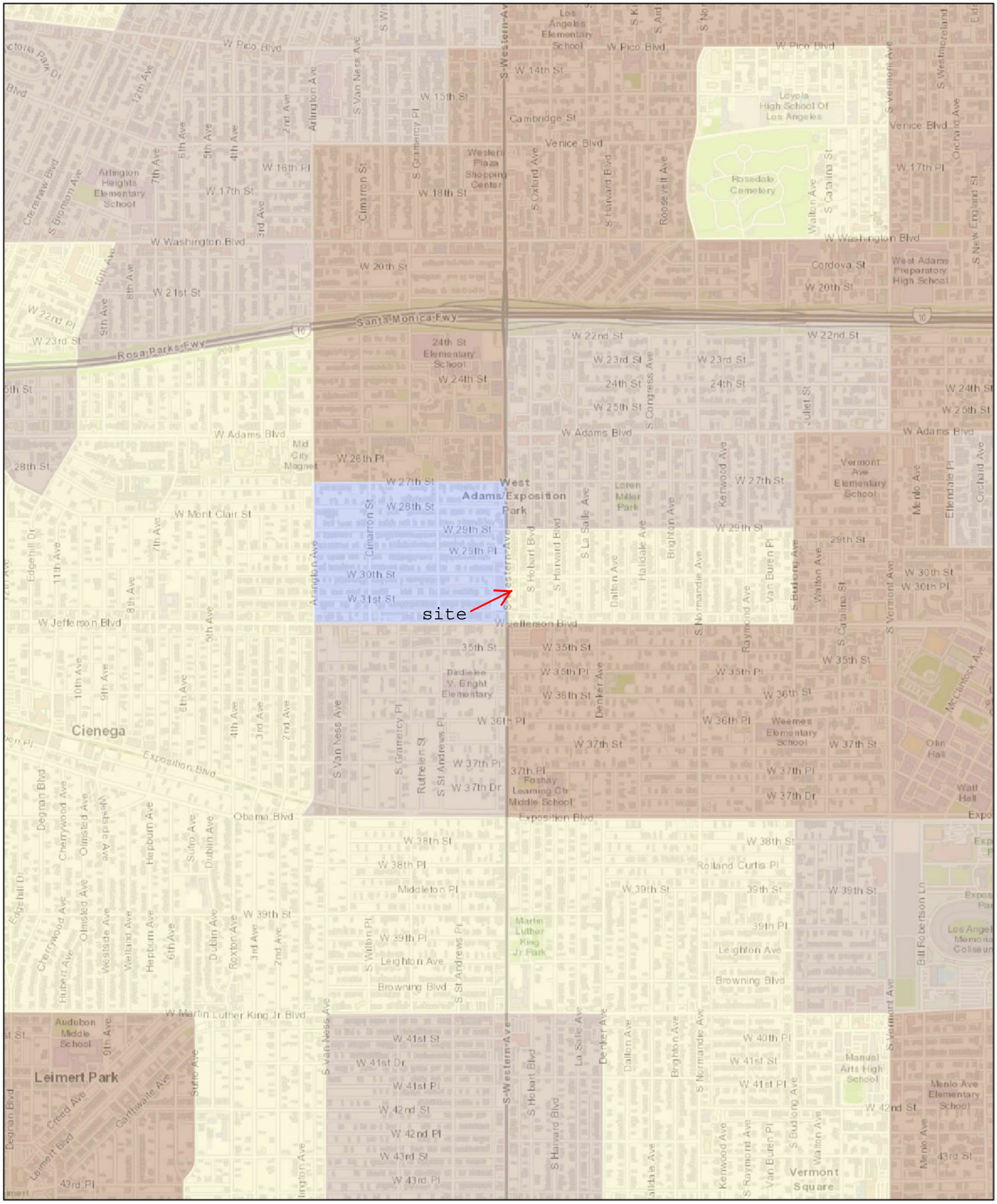
0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Los Angeles Department of City Planning

WALKABILITY



Walkability Index

- Medium Walkability
- High Walkability

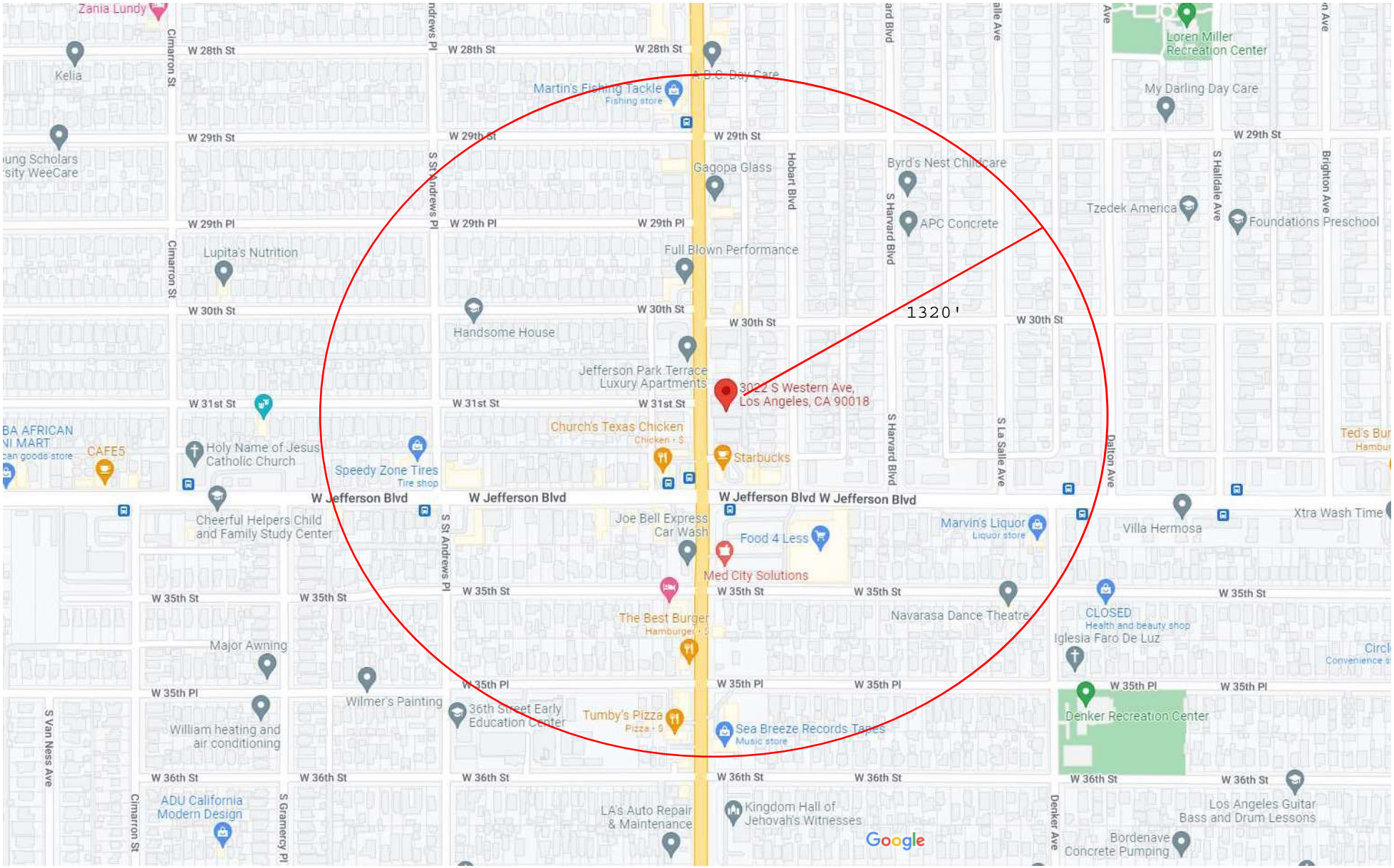
1:18,056

0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Google Maps 3022 S Western Ave



Map data ©2022 Google 200 ft

Venues within 1,320'

	Appx. Distance	Address	Hours
School			
Holy Name of Jesus School	1300'	1955 W Jefferson Bl	
Birdielee V. Bright Elementary	1320'	1771 W 36th St	
Child Care			
Byrds Nest Child Care	930'	2914 S Harvard Bl	until 6PM
ABC Day Care	1200'	2806 S Western Av	24 Hours
Mama Kris Child Care	420'	2041 W 31st St	24 Hours
Grocery			
Food for Less	350'	1748 W Jefferson Bl	Until 12am
Med Facilities			
Adult & Child Dentist	1300'	2822 S Western Av	unitl 5PM
Senior Facilities			
SH Congregate Care	1250'	2722 S Western Av	24 hours

Overland Traffic Consultants, Inc.

APPENDIX F

VMT Report

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

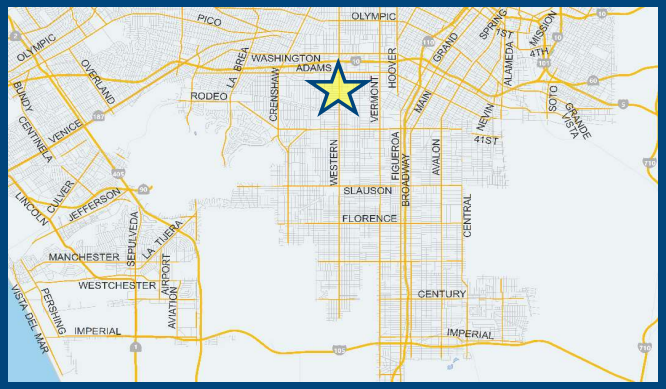
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address: 3022 S WESTERN AVE, 90018



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	2.5	ksf
Housing | Multi-Family	100	DU
Housing | Affordable Housing - Family	14	DU
Retail | High-Turnover Sit-Down Restaurant	2.5	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	701 Daily Vehicle Trips
0 Daily VMT	4,495 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	701 Net Daily Trips
The net increase in daily VMT ≤ 0	4,495 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.500 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

9/21/2022

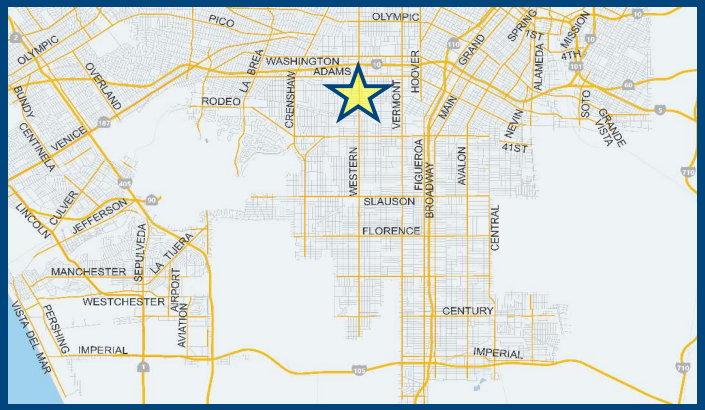
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project:

Scenario:

Address: 3022 S WESTERN AVE, 90018



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	100	DU
Housing | Affordable Housing - Family	14	DU
Retail | High-Turnover Sit-Down Restaurant	2.5	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
147 city code parking provision for the project site
62 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
percent of employees eligible

Price Workplace Parking
6.00 daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation
percent of employees subject to priced parking

Residential Area Parking Permits
200 cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
609 Daily Vehicle Trips	**609** Daily Vehicle Trips
3,909 Daily VMT	**3,909** Daily VMT
5.1 Household VMT per Capita	**5.1** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

9/21/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 21, 2022
Project Name:
Project Scenario:
Project Address: 3022 S WESTERN AVE, 90018

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	100	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	14	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	2.500	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 21, 2022
Project Name:
Project Scenario:
Project Address: 3022 S WESTERN AVE, 90018

Version 1.3

Analysis Results			
Total Employees: 10 Total Population: 269			
Proposed Project		***With Mitigation***	
609	**Daily Vehicle Trips**	**609**	**Daily Vehicle Trips**
3,909	**Daily VMT**	**3,909**	**Daily VMT**
5.1	**Household VMT per Capita**	**5.1**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 11.6	No N/A	Household > 6.0 Work > 11.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	147	147
		Actual parking provision (spaces)	62	62
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 21, 2022
Project Name:
Project Scenario:
Project Address: 3022 S WESTERN AVE, 90018

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE	*urban*	*75%*
TYPE	compact infill	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 21, 2022
Project Name:
Project Scenario:
Project Address: 3022 S WESTERN AVE, 90018

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	101	-22.8%	78	7.8	788	608
Home Based Other Production	281	-32.7%	189	5.1	1,433	964
Non-Home Based Other Production	177	-2.3%	173	6.6	1,168	1,142
Home-Based Work Attraction	15	-40.0%	9	10.8	162	97
Home-Based Other Attraction	240	-26.7%	176	6.2	1,488	1,091
Non-Home Based Other Attraction	78	-2.6%	76	7.8	608	593

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	68	529	-13.0%	68	529
Home Based Other Production	-13.0%	164	838	-13.0%	164	838
Non-Home Based Other Production	-13.0%	150	993	-13.0%	150	993
Home-Based Work Attraction	-13.0%	8	84	-13.0%	8	84
Home-Based Other Attraction	-13.0%	153	949	-13.0%	153	949
Non-Home Based Other Attraction	-13.0%	66	516	-13.0%	66	516

MXD VMT Methodology Per Capita & Per Employee

Total Population: 269
Total Employees: 10
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,367**	**1,367**
Total Home Based Work Attraction VMT	**84**	**84**
Total Home Based VMT Per Capita	**5.1**	**5.1**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

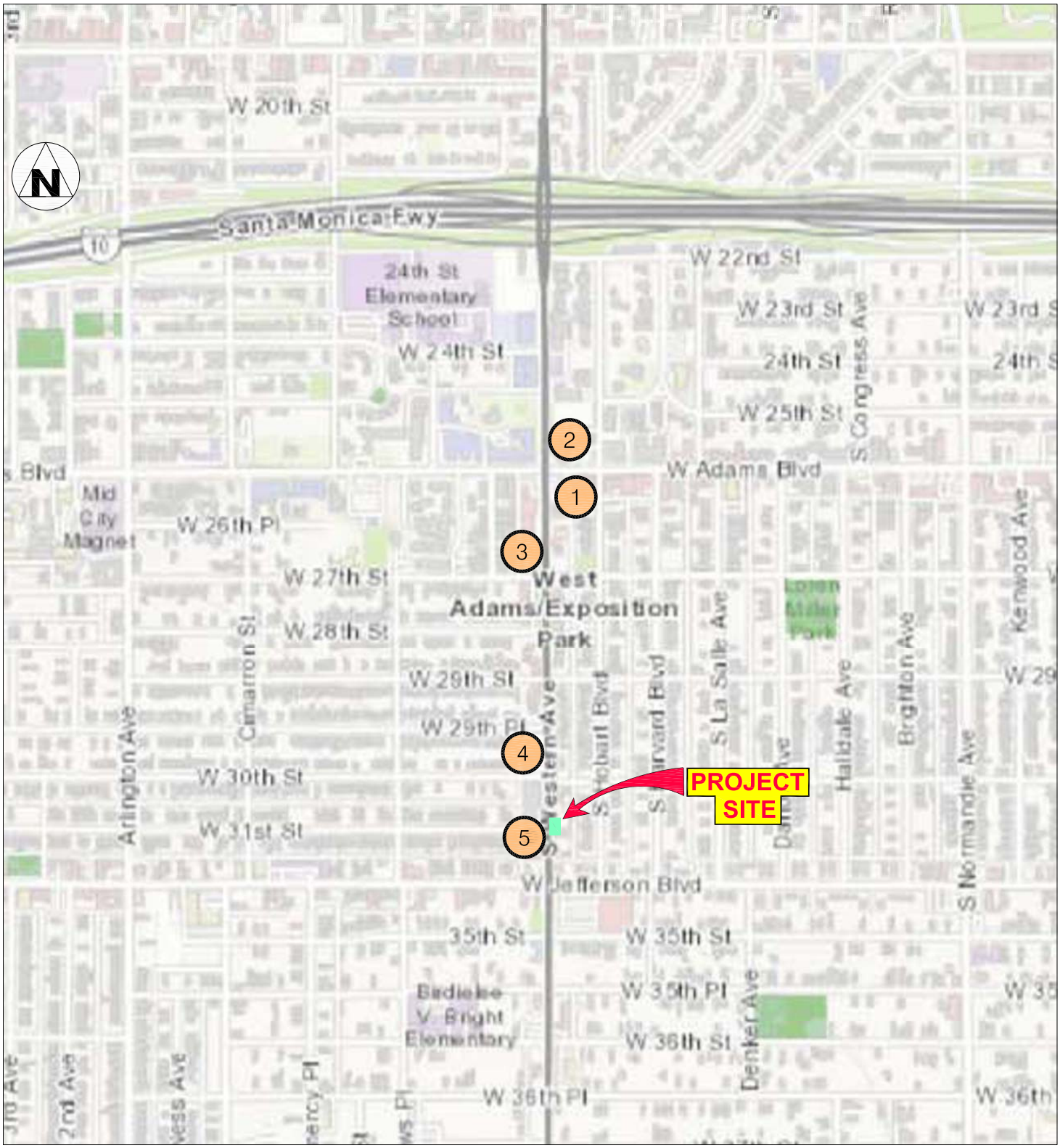
Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	_____
Print Name:	LIZ FLEMING
Title:	V.P.
Company:	OVERLAND TRAFFIC CONSULTANTS
Address:	952 MANHATTNA BEACH BL #100
Phone:	310 545-1235
Email Address:	liz@overlandtraffic.com
Date:	9-21-22

APPENDIX G

Related Project Information

#	Project	Size	Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
1	Office	22,000 sf	1982 W. Adams Bl.	457	33	6	39	15	37	52
	Retail	10,000 sf								
2	Office	75,000 sf	1999 W. Adams Bl.	826	102	14	116	19	93	112
3	Hotel	77 rooms	2645 S. Western Av.	547	18	13	31	20	19	39
4	Apartments	18 units	2925 S. Western Av.	82	2	5	7	4	3	7
5	Residential	40 units	3101 S Western Av.	350	15	21	36	9	7	16
	Restaurant	2,050 sf								



FIGURE

9/2022

RELATED PROJECT LOCATION MAP

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235, liz@overlandtraffic.com

APPENDIX H

Traffic Volume Data and
Level of Service Analysis Worksheets
Intersection Queueing Summary Detail

Overland Traffic Consultants, Inc.

Traffic Volume Data

Prepared by National Data & Surveying Services

Western Ave & W 30th St

Peak Hour Turning Movement Count

ID: 22-020320-002
City: Los Angeles

Day: Thursday
Date: 10/20/2022

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 10:00 AM
NONE	NONE
04:15 PM - 05:15 PM	03:00 PM - 06:00 PM

SOUTHBOUND — Western Ave

AM	11	815	10	0	1117	AM
NOON	0	0	0	0	0	NOON
PM	21	1160	51	0	922	PM

EASTBOUND — W 30th St

AM	NOON	PM	
25	0	33	
0	0	0	0
9	0	2	0
1	0	1	1
16	0	25	0
AM	NOON	PM	

WESTBOUND — W 30th St

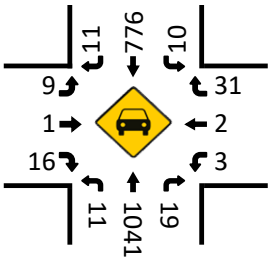
PM	NOON	AM	
12	0	31	0
1	0	2	1
0	0	3	0
0	0	1	0
75	0	32	
PM	NOON	AM	

NORTHBOUND — Western Ave

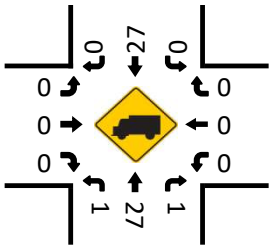
PM	1186	1	11	908	23	PM
NOON	0	0	0	0	0	NOON
AM	834	0	12	1077	20	AM

CONTROL			
2-Way Stop(EB/WB)			
TEV	2008 AM	0 NOON	2216 PM
PHF	0.92		0.95

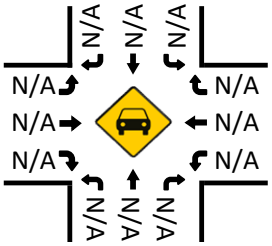
Cars (AM)



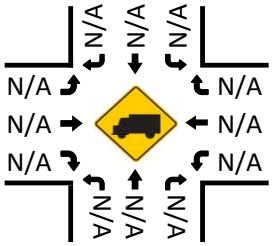
HT (AM)



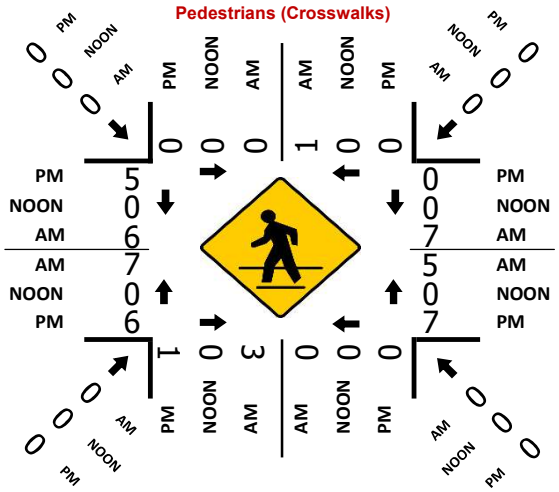
Cars (NOON)



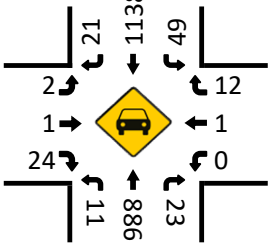
HT (NOON)



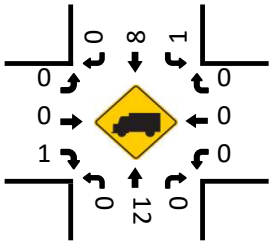
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Western Ave

East/West W 30th St

Day: Thursday Date: 10/20/2022 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	114	107	1	1
BIKES	3	4	1	2
BUSES	66	70	1	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	336	7.15	227	8.30	10	7.45	11	8.15
PM PK 15 MIN	262	17.15	311	16.15	11	17.15	7	15.00
AM PK HOUR	1200	7.00	836	7.45	27	7.30	38	8.00
PM PK HOUR	994	17.00	1232	16.15	32	15.45	19	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	1187	7	1200
8-9	14	1061	21	1096
9-10	16	755	19	790
15-16	8	927	18	953
16-17	10	888	20	918
17-18	4	980	10	994
TOTAL	58	5798	95	5951

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	727	5	740
8-9	9	784	9	802
9-10	6	601	12	619
15-16	26	1030	12	1068
16-17	41	1164	23	1228
17-18	65	1091	19	1175
TOTAL	155	5397	80	5632

TOTAL N-S	**XING S/L** Ped	Sch	**XING N/L** Ped	Sch
1940	3	0	0	0
1898	2	0	1	0
1409	2	0	0	0
2021	0	0	0	0
2146	1	0	0	0
2169	1	0	0	0
11583	9	0	1	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	0	15	22
8-9	6	1	14	21
9-10	5	1	10	16
15-16	3	2	16	21
16-17	3	3	23	29
17-18	4	3	23	30
TOTAL	28	10	101	139

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1	14	16
8-9	4	1	33	38
9-10	0	1	13	14
15-16	2	1	16	19
16-17	0	1	16	17
17-18	1	0	13	14
TOTAL	8	5	105	118

TOTAL E-W	**XING W/L** Ped	Sch	**XING E/L** Ped	Sch
38	5	0	8	2
59	15	0	7	4
30	5	2	11	0
40	5	3	4	1
46	6	6	2	1
44	14	5	12	2
257	50	16	44	10

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 30th St
City: Los Angeles
Control: 2-Way Stop(EB/WB)

Project ID: 22-020320-002
Date: 10/20/2022

Total

NS/EW Streets:	Western Ave				Western Ave				W 30th St				W 30th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	313	0	0	2	150	0	0	1	0	3	0	0	0	3	0	473
7:15 AM	1	332	3	0	1	167	2	0	2	0	2	0	1	0	2	0	513
7:30 AM	2	289	2	0	4	205	1	0	0	0	4	0	0	0	4	0	511
7:45 AM	2	253	2	0	1	205	2	0	4	0	6	0	0	1	5	0	481
8:00 AM	1	263	6	0	4	190	5	0	1	0	6	0	3	1	6	0	486
8:15 AM	7	262	9	0	3	197	2	0	2	1	3	0	0	0	10	1	497
8:30 AM	2	299	3	0	2	223	2	0	2	0	1	0	0	0	10	0	544
8:45 AM	3	237	3	1	0	174	0	0	1	0	4	0	0	0	7	0	430
9:00 AM	7	209	11	0	1	177	4	1	2	0	5	0	0	0	4	0	421
9:15 AM	3	181	2	2	1	152	2	0	0	0	3	0	0	0	2	0	348
9:30 AM	2	188	5	1	2	150	2	0	2	1	1	0	0	1	1	0	356
9:45 AM	1	177	1	0	1	122	4	0	1	0	1	0	0	0	6	0	314
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	32	3003	47	4	22	2112	26	1	18	2	39	0	4	3	60	1	5374
APPROACH %'s :	1.04%	97.31%	1.52%	0.13%	1.02%	97.73%	1.20%	0.05%	30.51%	3.39%	66.10%	0.00%	5.88%	4.41%	88.24%	1.47%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	12	1077	20	0	10	815	11	0	9	1	16	0	3	2	31	1	2008
PEAK HR FACTOR :	0.429	0.901	0.556	0.000	0.625	0.914	0.550	0.000	0.563	0.250	0.667	0.000	0.250	0.500	0.775	0.250	0.923
		0.912				0.921				0.650				0.841			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	2	203	3	0	4	230	2	0	1	0	3	0	2	0	5	0	455
3:15 PM	1	237	8	1	5	269	2	0	1	1	6	0	0	1	4	0	536
3:30 PM	3	241	4	0	4	271	4	0	0	0	2	0	0	0	3	0	532
3:45 PM	1	246	3	0	13	260	4	0	1	1	5	0	0	0	4	0	538
4:00 PM	2	211	2	0	7	292	7	0	1	2	4	0	0	0	5	0	533
4:15 PM	0	252	7	0	9	296	6	0	0	0	9	0	0	0	4	0	583
4:30 PM	2	207	5	0	13	295	3	0	1	0	8	0	0	0	4	0	538
4:45 PM	5	218	6	1	12	281	7	0	1	1	2	0	0	1	3	0	538
5:00 PM	4	231	5	0	17	288	5	0	0	0	6	0	0	0	1	0	557
5:15 PM	0	260	2	0	11	260	7	0	3	1	7	0	1	0	2	0	554
5:30 PM	0	246	2	0	17	260	2	0	1	2	4	0	0	0	4	0	538
5:45 PM	0	243	1	0	20	283	5	0	0	0	6	0	0	0	6	0	564
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	2795	48	2	132	3285	54	0	10	8	62	0	3	2	45	0	6466
APPROACH %'s :	0.70%	97.56%	1.68%	0.07%	3.80%	94.64%	1.56%	0.00%	12.50%	10.00%	77.50%	0.00%	6.00%	4.00%	90.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	11	908	23	1	51	1160	21	0	2	1	25	0	0	1	12	0	2216
PEAK HR FACTOR :	0.550	0.901	0.821	0.250	0.750	0.980	0.750	0.000	0.500	0.250	0.694	0.000	0.000	0.250	0.750	0.000	0.950
		0.910				0.990				0.778				0.813			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 30th St
City: Los Angeles
Control: 2-Way Stop(EB/WB)

Project ID: 22-020320-002
Date: 10/20/2022

Cars

NS/EW Streets:	Western Ave				Western Ave				W 30th St				W 30th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	306	0	0	2	145	0	0	1	0	3	0	0	0	2	0	460
7:15 AM	1	320	3	0	1	160	2	0	2	0	2	0	1	0	2	0	494
7:30 AM	2	280	2	0	4	196	0	0	0	0	4	0	0	0	4	0	492
7:45 AM	2	245	2	0	1	196	2	0	4	0	6	0	0	1	5	0	464
8:00 AM	1	254	5	0	4	185	5	0	1	0	6	0	3	1	6	0	471
8:15 AM	6	254	9	0	3	185	2	0	2	1	3	0	0	0	10	1	476
8:30 AM	2	288	3	0	2	210	2	0	2	0	1	0	0	0	10	0	520
8:45 AM	3	225	3	1	0	169	0	0	1	0	4	0	0	0	7	0	413
9:00 AM	6	199	11	0	1	171	4	1	2	0	5	0	0	0	4	0	404
9:15 AM	2	174	2	2	1	146	2	0	0	0	3	0	0	0	2	0	334
9:30 AM	2	177	5	1	2	146	2	0	2	1	1	0	0	0	1	0	340
9:45 AM	0	169	1	0	1	114	4	0	1	0	1	0	0	0	6	0	297
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	28	2891	46	4	22	2023	25	1	18	2	39	0	4	2	59	1	5165
APPROACH %'s :	0.94%	97.37%	1.55%	0.13%	1.06%	97.68%	1.21%	0.05%	30.51%	3.39%	66.10%	0.00%	6.06%	3.03%	89.39%	1.52%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	11	1041	19	0	10	776	11	0	9	1	16	0	3	2	31	1	1931
PEAK HR FACTOR :	0.46	0.904	0.528	0.000	0.625	0.924	0.550	0.000	0.563	0.250	0.667	0.000	0.250	0.500	0.775	0.250	0.928
		0.914				0.931				0.650				0.841			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	2	198	3	0	4	224	2	0	1	0	3	0	2	0	5	0	444
3:15 PM	1	229	8	1	4	262	2	0	1	1	6	0	0	1	4	0	520
3:30 PM	3	237	4	0	4	262	4	0	0	0	1	0	0	0	3	0	518
3:45 PM	1	240	3	0	12	250	3	0	1	1	5	0	0	0	4	0	520
4:00 PM	2	206	2	0	7	282	7	0	1	2	4	0	0	0	5	0	518
4:15 PM	0	245	7	0	8	290	6	0	0	0	8	0	0	0	4	0	568
4:30 PM	2	203	5	0	13	288	3	0	1	0	8	0	0	0	4	0	527
4:45 PM	5	212	6	1	11	275	7	0	1	1	2	0	0	1	3	0	525
5:00 PM	4	226	5	0	17	285	5	0	0	0	6	0	0	0	1	0	549
5:15 PM	0	252	2	0	11	252	7	0	3	1	7	0	1	0	2	0	538
5:30 PM	0	244	2	0	17	256	2	0	1	2	4	0	0	0	4	0	532
5:45 PM	0	240	1	0	20	277	5	0	0	0	6	0	0	0	6	0	555
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	2732	48	2	128	3203	53	0	10	8	60	0	3	2	45	0	6314
APPROACH %'s :	0.71%	97.50%	1.71%	0.07%	3.78%	94.65%	1.57%	0.00%	12.82%	10.26%	76.92%	0.00%	6.00%	4.00%	90.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	11	886	23	1	49	1138	21	0	2	1	24	0	0	1	12	0	2169
PEAK HR FACTOR :	0.55	0.904	0.821	0.250	0.721	0.981	0.750	0.000	0.500	0.250	0.750	0.000	0.000	0.250	0.750	0.000	0.955
		0.914				0.984				0.750				0.813			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 30th St
City: Los Angeles
Control: 2-Way Stop(EB/WB)

Project ID: 22-020320-002
Date: 10/20/2022

HT

NS/EW Streets:	Western Ave				Western Ave				W 30th St				W 30th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
7:15 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
7:30 AM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12
7:45 AM	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	5	1	0	0	3	0	0	0	0	0	0	0	0	0	0	9
8:15 AM	1	7	0	0	0	8	0	0	0	0	0	0	0	0	0	0	16
8:30 AM	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	20
8:45 AM	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0	0	13
9:00 AM	1	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	11
9:15 AM	1	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	11
9:30 AM	0	9	0	0	0	3	0	0	0	0	0	0	0	1	0	0	13
9:45 AM	1	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	81	1	0	0	60	0	0	0	0	0	0	0	1	0	0	147
APPROACH %'s :	4.65%	94.19%	1.16%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	27	1	0	0	27	0	0	0	0	0	0	0	0	0	0	56
PEAK HR FACTOR :	0.250	0.675	0.250	0.000	0.000	0.675	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700
		0.725				0.675											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
3:15 PM	0	3	0	0	1	5	0	0	0	0	0	0	0	0	0	0	9
3:30 PM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6
3:45 PM	0	3	0	0	1	4	1	0	0	0	0	0	0	0	0	0	9
4:00 PM	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9
4:15 PM	0	4	0	0	0	2	0	0	0	0	1	0	0	0	0	0	7
4:30 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	28	0	0	3	43	1	0	0	0	1	0	0	0	0	0	76
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	6.38%	91.49%	2.13%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	12	0	0	1	8	0	0	0	0	1	0	0	0	0	0	22
PEAK HR FACTOR :	0.00	0.750	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.786
		0.750				0.563					0.250						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 30th St
City: Los Angeles
Control: 2-Way Stop(EB/WB)

Project ID: 22-020320-002
Date: 10/20/2022

Buses

NS/EW Streets:	Western Ave				Western Ave				W 30th St				W 30th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1	0	6
7:15 AM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9
7:30 AM	0	4	0	0	0	2	1	0	0	0	0	0	0	0	0	0	7
7:45 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
8:15 AM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
8:30 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
9:00 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
9:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
9:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	31	0	0	0	29	1	0	0	0	0	0	0	0	1	0	62
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	96.67%	3.33%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	9	0	0	0	12	0	0	0	0	0	0	0	0	0	0	21
PEAK HR FACTOR :	0.000	0.563	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875
		0.563				0.750											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
3:15 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
3:30 PM	0	3	0	0	0	4	0	0	0	0	1	0	0	0	0	0	8
3:45 PM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9
4:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	3	0	0	1	4	0	0	0	0	0	0	0	0	0	0	8
4:30 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	35	0	0	1	39	0	0	0	0	1	0	0	0	0	0	76
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	2.50%	97.50%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	10	0	0	1	14	0	0	0	0	0	0	0	0	0	0	25
PEAK HR FACTOR :	0.00	0.625	0.000	0.000	0.250	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.781
		0.625				0.750											

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 30th St
City: Los Angeles
Project ID: 22-020320-002
Date: 10/20/2022

Peds_Adults

NS/EW Streets:	Western Ave		Western Ave		W 30th St		W 30th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	1	0	1	1	0	1	4
7:15 AM	0	0	0	0	0	1	0	1	2
7:30 AM	0	0	0	1	5	0	0	1	7
7:45 AM	0	0	1	0	0	0	1	1	3
8:00 AM	0	1	2	0	1	0	1	2	7
8:15 AM	0	0	0	0	1	0	2	1	4
8:30 AM	0	0	0	0	1	3	3	2	9
8:45 AM	0	0	0	0	1	0	0	4	5
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	1	0	1	1	0	3	6
9:30 AM	0	0	0	1	2	1	1	1	6
9:45 AM	0	0	0	0	1	5	0	0	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	5	2	14	12	8	17	59
APPROACH %'s :	0.00%	100.00%	71.43%	28.57%	53.85%	46.15%	32.00%	68.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	1	3	0	3	3	7	6	23
PEAK HR FACTOR :		0.250	0.375		0.750	0.250	0.583	0.750	0.639
		0.250	0.375		0.375		0.650		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	1	0	1	2
3:15 PM	0	0	0	0	0	1	1	1	3
3:30 PM	0	0	0	0	1	0	0	2	3
3:45 PM	0	0	0	0	1	0	0	0	1
4:00 PM	0	0	0	0	0	2	1	0	3
4:15 PM	0	0	1	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	1	2	3
4:45 PM	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	5	0	0	0	5
5:15 PM	0	0	1	0	3	0	2	0	6
5:30 PM	0	0	0	0	0	1	4	4	9
5:45 PM	0	0	0	0	2	1	3	1	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	0	12	6	13	12	45
APPROACH %'s :			100.00%	0.00%	66.67%	33.33%	52.00%	48.00%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	1	0	5	0	2	3	11
PEAK HR FACTOR :			0.250		0.250		0.500	0.375	0.550
			0.250		0.250		0.417		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 30th St
City: Los Angeles
Project ID: 22-020320-002
Date: 10/20/2022

Peds_Kids

NS/EW Streets:	Western Ave		Western Ave		W 30th St		W 30th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	1	2	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	1	0	1
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	1	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	4	1	1	8
APPROACH %'s :					33.33%	66.67%	50.00%	50.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	2	4	0	0	6
PEAK HR FACTOR :					0.500	0.500			0.500
					0.500				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	0	0	3	3
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	1	0	0	0	1
4:00 PM	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	1	0	1	1	3
4:30 PM	0	0	0	0	0	0	2	1	3
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	1	0	2
5:15 PM	0	0	0	0	0	0	3	0	3
5:30 PM	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	1	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	0	9	5	18
APPROACH %'s :					100.00%	0.00%	64.29%	35.71%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	2	0	4	2	8
PEAK HR FACTOR :					0.500		0.500	0.500	0.667
					0.500		0.500		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 30th St
City: Los Angeles
Project ID: 22-020320-002
Date: 10/20/2022

Pedestrians (Crosswalks)

NS/EW Streets:	Western Ave		Western Ave		W 30th St		W 30th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	1	0	1	1	0	1	4
7:15 AM	0	0	0	0	0	1	0	1	2
7:30 AM	0	0	0	1	5	0	0	1	7
7:45 AM	0	0	1	0	1	1	1	1	5
8:00 AM	0	1	2	0	1	0	1	2	7
8:15 AM	0	0	0	0	1	1	2	1	5
8:30 AM	0	0	0	0	2	5	3	2	12
8:45 AM	0	0	0	0	1	0	0	4	5
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	1	0	1	1	1	3	7
9:30 AM	0	0	0	1	2	1	1	1	6
9:45 AM	0	0	0	0	1	5	0	1	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	5	2	16	16	9	18	67
APPROACH %'s :	0.00%	100.00%	71.43%	28.57%	50.00%	50.00%	33.33%	66.67%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	1	3	0	5	7	7	6	29
PEAK HR FACTOR :		0.250	0.375		0.625	0.350	0.583	0.750	0.604
	0.250		0.375		0.429		0.650		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	1	0	4	5
3:15 PM	0	0	0	0	0	1	1	1	3
3:30 PM	0	0	0	0	1	0	0	2	3
3:45 PM	0	0	0	0	2	0	0	0	2
4:00 PM	0	0	0	0	0	2	2	0	4
4:15 PM	0	0	1	0	1	0	2	1	5
4:30 PM	0	0	0	0	0	0	3	3	6
4:45 PM	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	6	0	1	0	7
5:15 PM	0	0	1	0	3	0	5	0	9
5:30 PM	0	0	0	0	0	1	5	4	10
5:45 PM	0	0	0	0	3	1	3	1	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	0	16	6	22	17	63
APPROACH %'s :			100.00%	0.00%	72.73%	27.27%	56.41%	43.59%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	1	0	7	0	6	5	19
PEAK HR FACTOR :			0.250		0.292		0.500	0.417	0.679
			0.250		0.292		0.458		

National Data & Surveying Services

Bicycle Count

Project ID: 22-020320-002
City: Los Angeles

Day: Thursday
Date: 10/20/2022

NS/EW Streets:	Western Ave			Western Ave			W 30th St			W 30th St			
AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1	0	1	0	0	0	1	2	0	0	5
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:30 AM - 09:30 AM												TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	2	0	0	3
PEAK HR FACTOR :		0.250									0.500		0.750

	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	7	9	1	0	0	0	0	0
APPROACH %'s :																

PM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES	0	2	0	0	3	0	0	0	0	0	0	0	5
APPROACH %'s	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR :	05:00 PM - 06:00 PM												TOTAL
PEAK HR VOL:	0	0	0	0	3	0	0	0	0	0	0	0	3
PEAK HR FACTOR:					0.750								0.750

	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
TOTAL VOLUMES	0	0	0	0	0	0	0	0	13	21	0	0	0	0	0	0
APPROACH %'s																

City of Los Angeles
Department of Transportation

Level Three

PEDESTRIAN COUNT SUMMARY

STREET:

North/South : **Western Ave**

East/West : **W 30th St**

Day:	Thursday	**Date:**	10/20/2022	**Weather:**	SUNNY
School Day:	Yes	**District:**		I/S CODE:	
Hours:	7-10AM 3-6PM	**Staff:**			

AM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00 - 7:15	0	1	2	1	4
7:15 - 7:30	0	0	1	1	2
7:30 - 7:45	0	1	5	1	7
7:45 - 8:00	0	1	2	2	5
8:00 - 8:15	1	2	1	3	7
8:15 - 8:30	0	0	2	3	5
8:30 - 8:45	0	0	7	5	12
8:45 - 9:00	0	0	1	4	5
9:00 - 9:15	0	0	0	0	0
9:15 - 9:30	0	1	2	4	7
9:30 - 9:45	0	1	3	2	6
9:45 -10:00	0	0	6	1	7

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	0	3	10	5	18
8 - 9	1	2	11	15	29
9 - 10	0	2	11	7	20
TOTAL	1	7	32	27	67

PM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00 - 3:15	0	0	1	4	5
3:15 - 3:30	0	0	1	2	3
3:30 - 3:45	0	0	1	2	3
3:45 - 4:00	0	0	2	0	2
4:00 - 4:15	0	0	2	2	4
4:15 - 4:30	0	1	1	3	5
4:30 - 4:45	0	0	0	6	6
4:45 - 5:00	0	0	0	1	1
5:00 - 5:15	0	0	6	1	7
5:15 - 5:30	0	1	3	5	9
5:30 - 5:45	0	0	1	9	10
5:45 - 6:00	0	0	4	4	8

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	0	0	5	8	13
4 - 5	0	1	3	12	16
5 - 6	0	1	14	19	34
TOTAL	0	2	22	39	63

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	0	0	0	0	0

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: National Data & Surveying Services

LADOT 2015 CMP

City of Los Angeles

Department of Transportation

Level Three

BICYCLE COUNT SUMMARY

STREET:

North/South : **Western Ave**

East/West : **W 30th St**

Day:	Thursday	**Date:**	10/20/2022	**Weather:**	SUNNY
School Day:	Yes	**District:**		I/S CODE:	
Hours:	7-10AM 3-6PM	**Staff:**			

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	1	1
3-4	0	1	0	1
4-5	0	1	0	1
5-6	0	0	0	0
TOTAL	0	2	1	3

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	3	0	3
TOTAL	0	4	0	4

TOTAL

N-S
1
0
1
1
1
3
7

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	1	1
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	1	1

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	1	0	0	1
9-10	1	0	0	1
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	2	0	0	2

TOTAL

E-W
1
1
1
0
0
0
3

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female riders	0	0	0	0	0
- No helmet riders	0	0	0	0	0
- Sidewalk riding	20	30	1	0	51
- Wrong way riding	0	0	0	0	0

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: National Data & Surveying Services

Prepared by National Data & Surveying Services

Western Ave & W 31st st

Peak Hour Turning Movement Count

ID: 22-020200-001
City: Los Angeles

Day: Thursday
Date: 06/09/2022

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	07:00 AM - 10:00 AM
NONE	NONE
04:45 PM - 05:45 PM	03:00 PM - 06:00 PM

Western Ave — SOUTHBOUND

AM	6	723	0	0	1284	AM
NOON	0	0	0	0	0	NOON
PM	15	1247	0	0	1094	PM

EASTBOUND — W 31st st

AM	NOON	PM	
18	0	24	
0	0	0	0
0	0	2	0
0	0	0	1
15	0	28	0

WESTBOUND — W 31st st

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

CONTROL

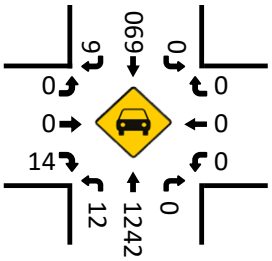
1-Way Stop(EB)

TEV	2044 AM	0 NOON	2393 PM
PHF	0.94		0.96

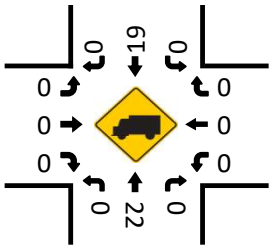
Western Ave — NORTHBOUND

PM	1275	0	9	1092	0	PM
NOON	0	0	0	0	0	NOON
AM	742	4	12	1284	0	AM

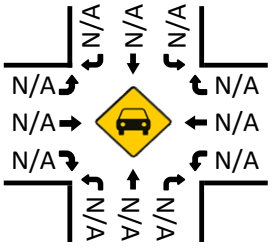
Cars (AM)



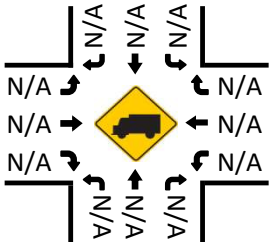
HT (AM)



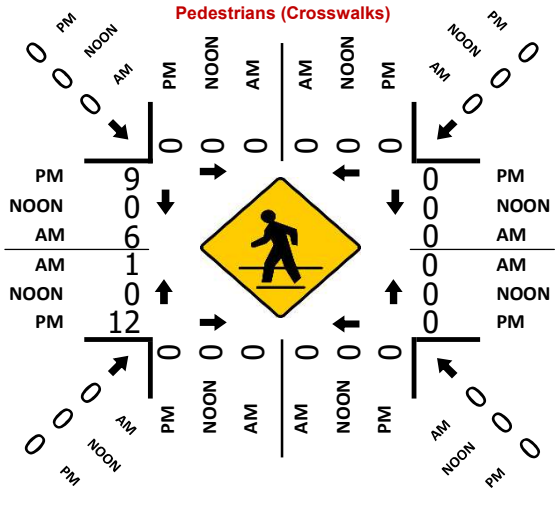
Cars (NOON)



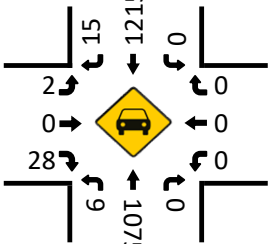
HT (NOON)



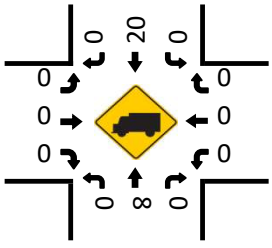
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Western Ave

East/West W 31st st

Day: Thursday Date: 06/09/2022 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	104	106	2	0
BIKES	3	5	1	0
BUSES	72	84	1	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	351	7.00	219	8.00	8	8.45	0	0.00
PM PK 15 MIN	314	17.15	327	17.30	12	16.30	0	0.00
AM PK HOUR	1300	7.00	824	7.30	23	7.30	0	0.00
PM PK HOUR	1118	17.00	1262	16.45	38	16.15	0	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	1284	0	1300
8-9	21	985	0	1006
9-10	12	976	0	988
15-16	17	1017	0	1034
16-17	11	973	0	984
17-18	7	1111	0	1118
TOTAL	84	6346	0	6430

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	723	6	729
8-9	0	732	12	744
9-10	0	595	6	601
15-16	0	1093	8	1101
16-17	0	1201	12	1213
17-18	0	1188	16	1204
TOTAL	0	5532	60	5592

TOTAL N-S	**XING S/L** Ped	Sch	**XING N/L** Ped	Sch
2029	0	0	0	0
1750	1	0	0	0
1589	0	0	0	0
2135	2	0	0	0
2197	0	0	0	0
2322	0	0	0	0
12022	3	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	15	15
8-9	1	0	22	23
9-10	5	0	8	13
15-16	2	0	31	33
16-17	6	0	30	36
17-18	2	0	21	23
TOTAL	16	0	127	143

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL E-W	**XING W/L** Ped	Sch	**XING E/L** Ped	Sch
15	4	3	0	0
23	18	2	0	0
13	8	1	0	0
33	21	6	0	0
36	21	1	0	0
23	15	2	0	0
143	87	15	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 31st st
City: Los Angeles
Control: 1-Way Stop(EB)

Project ID: 22-020200-001
Date: 6/9/2022

Total

NS/EW Streets:	Western Ave				Western Ave				W 31st st				W 31st st				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	347	0	1	0	146	0	0	0	0	3	0	0	0	0	0	500
7:15 AM	4	336	0	0	0	166	1	0	0	0	1	0	0	0	0	0	508
7:30 AM	2	326	0	1	0	205	3	0	0	0	4	0	0	0	0	0	541
7:45 AM	3	275	0	2	0	206	2	0	0	0	7	0	0	0	0	0	495
8:00 AM	7	256	0	0	0	212	7	0	0	0	6	0	0	0	0	0	488
8:15 AM	4	249	0	0	0	189	0	0	1	0	5	0	0	0	0	0	448
8:30 AM	3	244	0	1	0	164	1	0	0	0	3	0	0	0	0	0	416
8:45 AM	4	236	0	2	0	167	4	0	0	0	8	0	0	0	0	0	421
9:00 AM	5	227	0	1	0	173	1	0	3	0	3	0	0	0	0	0	413
9:15 AM	3	239	0	2	0	156	1	0	1	0	3	0	0	0	0	0	405
9:30 AM	0	279	0	0	0	124	3	0	1	0	1	0	0	0	0	0	408
9:45 AM	1	231	0	0	0	142	1	0	0	0	1	0	0	0	0	0	376
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	39	3245	0	10	0	2050	24	0	6	0	45	0	0	0	0	0	5419
APPROACH %'s :	1.18%	98.51%	0.00%	0.30%	0.00%	98.84%	1.16%	0.00%	11.76%	0.00%	88.24%	0.00%					
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	12	1284	0	4	0	723	6	0	0	0	15	0	0	0	0	0	2044
PEAK HR FACTOR :	0.750	0.925	0.000	0.500	0.000	0.877	0.500	0.000	0.000	0.000	0.536	0.000	0.000	0.000	0.000	0.000	0.945
		0.926				0.876				0.536							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	4	253	0	1	0	246	1	0	0	0	9	0	0	0	0	0	514
3:15 PM	3	245	0	0	0	299	2	0	1	0	7	0	0	0	0	0	557
3:30 PM	6	248	0	0	0	275	4	0	0	0	10	0	0	0	0	0	543
3:45 PM	3	271	0	0	0	273	1	0	1	0	5	0	0	0	0	0	554
4:00 PM	1	246	0	0	0	321	2	0	1	0	6	0	0	0	0	0	577
4:15 PM	2	243	0	1	0	294	1	0	2	0	5	0	0	0	0	0	548
4:30 PM	2	224	0	1	0	280	7	0	3	0	9	0	0	0	0	0	526
4:45 PM	4	260	0	0	0	306	2	0	0	0	10	0	0	0	0	0	582
5:00 PM	1	236	0	0	0	319	4	0	0	0	9	0	0	0	0	0	569
5:15 PM	2	312	0	0	0	299	5	0	0	0	6	0	0	0	0	0	624
5:30 PM	2	284	0	0	0	323	4	0	2	0	3	0	0	0	0	0	618
5:45 PM	2	279	0	0	0	247	3	0	0	0	3	0	0	0	0	0	534
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	32	3101	0	3	0	3482	36	0	10	0	82	0	0	0	0	0	6746
APPROACH %'s :	1.02%	98.88%	0.00%	0.10%	0.00%	98.98%	1.02%	0.00%	10.87%	0.00%	89.13%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	9	1092	0	0	0	1247	15	0	2	0	28	0	0	0	0	0	2393
PEAK HR FACTOR :	0.563	0.875	0.000	0.000	0.000	0.965	0.750	0.000	0.250	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.959
		0.877				0.965				0.750							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 31st st
City: Los Angeles
Control: 1-Way Stop(EB)

Project ID: 22-020200-001
Date: 6/9/2022

Cars

NS/EW Streets:	Western Ave				Western Ave				W 31st st				W 31st st				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	333	0	1	0	139	0	0	0	0	2	0	0	0	0	0	478
7:15 AM	4	325	0	0	0	157	1	0	0	0	1	0	0	0	0	0	488
7:30 AM	2	316	0	1	0	199	3	0	0	0	4	0	0	0	0	0	525
7:45 AM	3	268	0	2	0	195	2	0	0	0	7	0	0	0	0	0	477
8:00 AM	7	245	0	0	0	204	7	0	0	0	6	0	0	0	0	0	469
8:15 AM	4	239	0	0	0	179	0	0	1	0	5	0	0	0	0	0	428
8:30 AM	3	238	0	1	0	159	1	0	0	0	3	0	0	0	0	0	405
8:45 AM	4	231	0	2	0	156	4	0	0	0	7	0	0	0	0	0	404
9:00 AM	4	219	0	1	0	168	1	0	3	0	3	0	0	0	0	0	399
9:15 AM	3	233	0	2	0	149	1	0	1	0	3	0	0	0	0	0	392
9:30 AM	0	271	0	0	0	118	3	0	1	0	1	0	0	0	0	0	394
9:45 AM	1	221	0	0	0	135	1	0	0	0	1	0	0	0	0	0	359
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	38	3139	0	10	0	1958	24	0	6	0	43	0	0	0	0	0	5218
APPROACH %'s :	1.19%	98.49%	0.00%	0.31%	0.00%	98.79%	1.21%	0.00%	12.24%	0.00%	87.76%	0.00%					
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	12	1242	0	4	0	690	6	0	0	0	14	0	0	0	0	0	1968
PEAK HR FACTOR :	0.75	0.932	0.000	0.500	0.000	0.867	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.937
		0.933				0.861				0.500							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	4	247	0	1	0	237	1	0	0	0	9	0	0	0	0	0	499
3:15 PM	3	241	0	0	0	289	2	0	1	0	7	0	0	0	0	0	543
3:30 PM	6	241	0	0	0	266	4	0	0	0	10	0	0	0	0	0	527
3:45 PM	3	265	0	0	0	259	1	0	1	0	5	0	0	0	0	0	534
4:00 PM	1	237	0	0	0	317	2	0	1	0	6	0	0	0	0	0	564
4:15 PM	2	236	0	1	0	287	1	0	2	0	5	0	0	0	0	0	534
4:30 PM	2	220	0	1	0	270	7	0	3	0	8	0	0	0	0	0	511
4:45 PM	4	257	0	0	0	298	2	0	0	0	10	0	0	0	0	0	571
5:00 PM	1	231	0	0	0	309	4	0	0	0	9	0	0	0	0	0	554
5:15 PM	2	309	0	0	0	293	5	0	0	0	6	0	0	0	0	0	615
5:30 PM	2	278	0	0	0	315	4	0	2	0	3	0	0	0	0	0	604
5:45 PM	2	270	0	0	0	244	3	0	0	0	3	0	0	0	0	0	522
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	32	3032	0	3	0	3384	36	0	10	0	81	0	0	0	0	0	6578
APPROACH %'s :	1.04%	98.86%	0.00%	0.10%	0.00%	98.95%	1.05%	0.00%	10.99%	0.00%	89.01%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	9	1075	0	0	0	1215	15	0	2	0	28	0	0	0	0	0	2344
PEAK HR FACTOR :	0.56	0.870	0.000	0.000	0.000	0.964	0.750	0.000	0.250	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.953
		0.871				0.964				0.750							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 31st st
City: Los Angeles
Control: 1-Way Stop(EB)

Project ID: 22-020200-001
Date: 6/9/2022

HT

NS/EW Streets:	Western Ave				Western Ave				W 31st st				W 31st st				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11
7:15 AM	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0	0	15
7:30 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
7:45 AM	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	8
8:00 AM	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11
8:15 AM	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	11
8:30 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
8:45 AM	0	3	0	0	0	7	0	0	0	0	1	0	0	0	0	0	11
9:00 AM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9
9:15 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
9:30 AM	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9
9:45 AM	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	68	0	0	0	51	0	0	0	0	1	0	0	0	0	0	120
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	22	0	0	0	19	0	0	0	0	0	0	0	0	0	0	41
PEAK HR FACTOR :	0.000	0.688	0.000	0.000	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.683
		0.688				0.679											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
3:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
3:30 PM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9
3:45 PM	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	0	12
4:00 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9
4:30 PM	0	3	0	0	0	4	0	0	0	0	1	0	0	0	0	0	8
4:45 PM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9
5:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9
5:45 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	36	0	0	0	55	0	0	0	0	1	0	0	0	0	0	92
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	8	0	0	0	20	0	0	0	0	0	0	0	0	0	0	28
PEAK HR FACTOR :	0.00	0.667	0.000	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.778
		0.667				0.833											

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 31st st
City: Los Angeles
Control: 1-Way Stop(EB)

Project ID: 22-020200-001
Date: 6/9/2022

Buses

NS/EW Streets:	Western Ave				Western Ave				W 31st st				W 31st st				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	6	0	0	0	4	0	0	0	0	1	0	0	0	0	0	11
7:15 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9
7:45 AM	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10
8:00 AM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8
8:15 AM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9
8:30 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
9:15 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
9:30 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
9:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	38	0	0	0	41	0	0	0	0	1	0	0	0	0	0	81
APPROACH %'s :	2.56%	97.44%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	20	0	0	0	14	0	0	0	0	1	0	0	0	0	0	35
PEAK HR FACTOR :	0.000	0.833	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.795
		0.833				0.875				0.250							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
3:15 PM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10
3:30 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
3:45 PM	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	33	0	0	0	43	0	0	0	0	0	0	0	0	0	0	76
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	9	0	0	0	12	0	0	0	0	0	0	0	0	0	0	21
PEAK HR FACTOR :	0.00	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875
		0.750				0.750											

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 31st st
City: Los Angeles
Project ID: 22-020200-001
Date: 6/9/2022

Peds_Adults

NS/EW Streets:	Western Ave		Western Ave		W 31st st		W 31st st		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	1	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	4	2	6
8:15 AM	0	0	0	1	0	0	1	3	5
8:30 AM	0	0	0	0	0	0	3	4	7
8:45 AM	0	0	0	0	0	0	0	1	1
9:00 AM	0	0	0	0	0	0	2	1	3
9:15 AM	0	0	0	0	0	0	0	1	1
9:30 AM	0	0	0	0	0	0	2	0	2
9:45 AM	0	0	0	0	0	0	1	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	0	14	16	31
APPROACH %'s :			0.00%	100.00%			46.67%	53.33%	
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	3	4
PEAK HR FACTOR :							0.250	0.375	0.500
							0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	0	5	4	9
3:15 PM	0	0	1	0	0	0	4	0	5
3:30 PM	0	0	1	0	0	0	0	1	2
3:45 PM	0	0	0	0	0	0	7	0	7
4:00 PM	0	0	0	0	0	0	0	3	3
4:15 PM	0	0	0	0	0	0	4	1	5
4:30 PM	0	0	0	0	0	0	1	5	6
4:45 PM	0	0	0	0	0	0	4	3	7
5:00 PM	0	0	0	0	0	0	4	1	5
5:15 PM	0	0	0	0	0	0	1	1	2
5:30 PM	0	0	0	0	0	0	3	1	4
5:45 PM	0	0	0	0	0	0	3	1	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	36	21	59
APPROACH %'s :			100.00%	0.00%			63.16%	36.84%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	12	6	18
PEAK HR FACTOR :							0.750	0.500	0.643
							0.643		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 31st st
City: Los Angeles
Project ID: 22-020200-001
Date: 6/9/2022

Peds_Kids

NS/EW Streets:	Western Ave		Western Ave		W 31st st		W 31st st		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	1	1
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	6	6
APPROACH %'s :							0.00%	100.00%	
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	3	3
PEAK HR FACTOR :								0.750	0.750
							0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	1	2	3
3:30 PM	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	0	0	0	0	1	1	2
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	3	6	9
APPROACH %'s :							33.33%	66.67%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	3	3
PEAK HR FACTOR :								0.750	0.750
							0.750		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W 31st st
City: Los Angeles
Project ID: 22-020200-001
Date: 6/9/2022

Pedestrians (Crosswalks)

NS/EW Streets:	Western Ave		Western Ave		W 31st st		W 31st st		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	3	3
7:15 AM	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	1	2	3
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	4	4	8
8:15 AM	0	0	0	1	0	0	1	3	5
8:30 AM	0	0	0	0	0	0	3	4	7
8:45 AM	0	0	0	0	0	0	0	1	1
9:00 AM	0	0	0	0	0	0	2	1	3
9:15 AM	0	0	0	0	0	0	0	2	2
9:30 AM	0	0	0	0	0	0	2	0	2
9:45 AM	0	0	0	0	0	0	1	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	0	14	22	37
APPROACH %'s :			0.00%	100.00%			38.89%	61.11%	
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	6	7
PEAK HR FACTOR :							0.250	0.500	0.583
							0.583		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	0	5	4	9
3:15 PM	0	0	1	0	0	0	5	2	8
3:30 PM	0	0	1	0	0	0	1	1	3
3:45 PM	0	0	0	0	0	0	8	1	9
4:00 PM	0	0	0	0	0	0	0	3	3
4:15 PM	0	0	0	0	0	0	4	1	5
4:30 PM	0	0	0	0	0	0	1	5	6
4:45 PM	0	0	0	0	0	0	4	4	8
5:00 PM	0	0	0	0	0	0	4	2	6
5:15 PM	0	0	0	0	0	0	1	1	2
5:30 PM	0	0	0	0	0	0	3	2	5
5:45 PM	0	0	0	0	0	0	3	1	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	39	27	68
APPROACH %'s :			100.00%	0.00%			59.09%	40.91%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	12	9	21
PEAK HR FACTOR :							0.750	0.563	0.656
							0.656		

National Data & Surveying Services

Bicycle Count

Project ID: 22-020200-001
City: Los Angeles

Day: Thursday
Date: 6/9/2022

NS/EW Streets:	Western Ave			Western Ave			W 31st st			W 31st st			
AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	1	0	0	1	0	0	0	3
APPROACH %'s :				0.00%	50.00%	50.00%	0.00%	0.00%	100.00%				
PEAK HR :	06:15 AM - 07:15 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	0	0	1
PEAK HR FACTOR :								0.250					0.250

	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	6	11	1	0	0	0	0	0

PM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES	0	3	0	0	3	0	0	0	0	0	0	0	6
APPROACH %'s	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR :	05:00 PM - 06:00 PM												TOTAL
PEAK HR VOL:	0	2	0	0	2	0	0	0	0	0	0	0	4
PEAK HR FACTOR:		0.500			0.500								0.500

	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
3:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
TOTAL VOLUMES	0	0	0	0	0	0	0	0	13	14	0	0	0	0	0	0

City of Los Angeles
Department of Transportation

Level Three

BICYCLE COUNT SUMMARY

STREET:

North/South : **Western Ave**

East/West : **W 31st st**

Day:	Thursday	**Date:**	6/9/2022	**Weather:**	SUNNY
School Day:	Yes	**District:**		I/S CODE:	
Hours:	7-10AM 3-6PM	**Staff:**			

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	1	0	1
5-6	0	2	0	2
TOTAL	0	3	0	3

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	1	0	1
9-10	0	0	1	1
3-4	0	1	0	1
4-5	0	0	0	0
5-6	0	2	0	2
TOTAL	0	4	1	5

TOTAL

N-S
0
1
1
1
1
4
8

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	1	1
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	1	1

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL

E-W
1
0
0
0
0
0
1

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female riders	0	0	0	0	0
- No helmet riders	0	0	0	0	0
- Sidewalk riding	19	25	1	0	45
- Wrong way riding	0	0	0	0	0

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: National Data & Surveying Services

City of Los Angeles
Department of Transportation

Level Three

PEDESTRIAN COUNT SUMMARY

STREET:

North/South : **Western Ave**

East/West : **W 31st st**

Day:	Thursday	**Date:**	6/9/2022	**Weather:**	SUNNY
School Day:	Yes	**District:**		I/S CODE:	
Hours:	7-10AM 3-6PM	**Staff:**			

AM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00 - 7:15	0	0	0	3	3
7:15 - 7:30	0	0	0	1	1
7:30 - 7:45	0	0	0	3	3
7:45 - 8:00	0	0	0	0	0
8:00 - 8:15	0	0	0	8	8
8:15 - 8:30	0	1	0	4	5
8:30 - 8:45	0	0	0	7	7
8:45 - 9:00	0	0	0	1	1
9:00 - 9:15	0	0	0	3	3
9:15 - 9:30	0	0	0	2	2
9:30 - 9:45	0	0	0	2	2
9:45 -10:00	0	0	0	2	2

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	0	0	0	7	7
8 - 9	0	1	0	20	21
9 - 10	0	0	0	9	9
TOTAL	0	1	0	36	37

PM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00 - 3:15	0	0	0	9	9
3:15 - 3:30	0	1	0	7	8
3:30 - 3:45	0	1	0	2	3
3:45 - 4:00	0	0	0	9	9
4:00 - 4:15	0	0	0	3	3
4:15 - 4:30	0	0	0	5	5
4:30 - 4:45	0	0	0	6	6
4:45 - 5:00	0	0	0	8	8
5:00 - 5:15	0	0	0	6	6
5:15 - 5:30	0	0	0	2	2
5:30 - 5:45	0	0	0	5	5
5:45 - 6:00	0	0	0	4	4

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	0	2	0	27	29
4 - 5	0	0	0	22	22
5 - 6	0	0	0	17	17
TOTAL	0	2	0	66	68

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	0	0	0	0	0

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: National Data & Surveying Services

LADOT 2015 CMP

Prepared by National Data & Surveying Services

Western Ave & W Jefferson Blvd

Peak Hour Turning Movement Count

ID: 22-020320-001
City: Los Angeles

Day: Thursday
Date: 10/20/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

SOUTHBOUND (Western Ave)

AM	187	540	77	0	1172	AM
NOON	0	0	0	0	0	NOON
PM	45	890	176	0	1006	PM

EASTBOUND (W Jefferson Blvd)

AM	NOON	PM		
1143	0	655		
0	0	0	0	
64	0	59	1	
535	0	590	2	
61	0	83	0	
AM	NOON	PM		

WESTBOUND (W Jefferson Blvd)

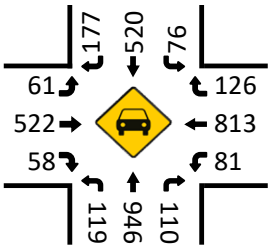
PM	NOON	AM		
150	0	134	0	
516	0	836	2	
99	0	83	1	
0	0	0	0	
903	0	727		
PM	NOON	AM		

NORTHBOUND (Western Ave)

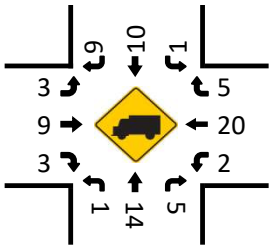
PM	1072	0	94	797	137	PM
NOON	0	0	0	0	0	NOON
AM	684	0	120	974	115	AM

CONTROL			
Signalized			
TEV	3726	0	3636
	AM	NOON	PM
PHF	0.98		0.98

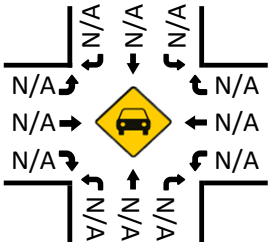
Cars (AM)



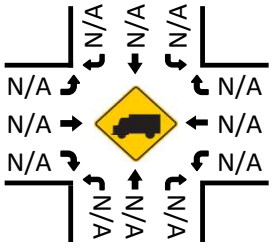
HT (AM)



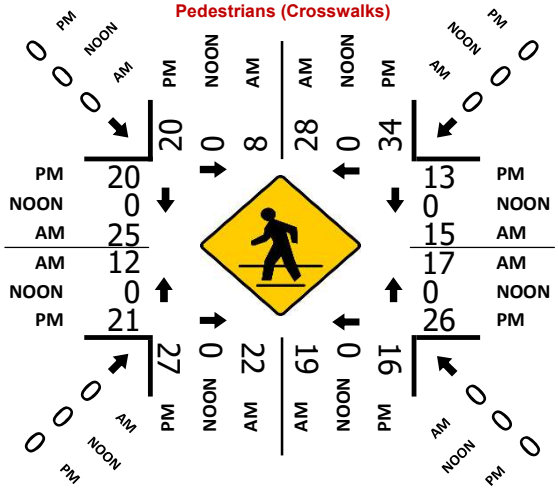
Cars (NOON)



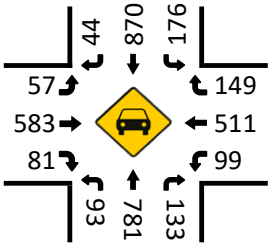
HT (NOON)



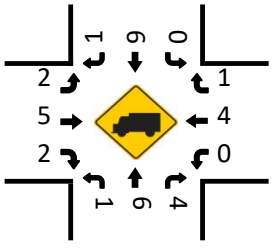
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Western Ave

East/West W Jefferson Blvd

Day: Thursday Date: 10/20/2022 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	110	97	55	85
BIKES	5	4	9	9
BUSES	63	74	19	20

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	333	7.15	215	7.45	196	7.45	268	7.15
PM PK 15 MIN	271	17.30	299	16.00	196	15.30	204	17.45
AM PK HOUR	1240	7.00	836	7.45	693	7.45	1053	7.15
PM PK HOUR	1028	17.00	1157	16.00	758	15.30	765	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	123	1027	90	1240
8-9	117	903	116	1136
9-10	95	642	87	824
15-16	69	738	124	931
16-17	86	742	104	932
17-18	94	797	137	1028
TOTAL	584	4849	658	6091

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	68	510	161	739
8-9	98	534	179	811
9-10	95	451	84	630
15-16	167	825	40	1032
16-17	171	940	46	1157
17-18	176	890	45	1111
TOTAL	775	4150	555	5480

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1979	24	9	25	10
1947	44	2	32	2
1454	33	2	22	0
1963	43	10	21	3
2089	37	10	36	4
2139	37	6	44	10
11571	218	39	180	29

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	64	477	49	590
8-9	70	474	73	617
9-10	70	304	59	433
15-16	87	558	73	718
16-17	72	586	80	738
17-18	59	590	83	732
TOTAL	422	2989	417	3828

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	75	850	119	1044
8-9	85	727	147	959
9-10	76	482	101	659
15-16	85	384	123	592
16-17	97	521	124	742
17-18	99	516	150	765
TOTAL	517	3480	764	4761

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1634	25	10	22	5
1576	24	2	34	10
1092	28	0	34	1
1310	40	3	29	14
1480	31	9	31	21
1497	31	10	34	5
8589	179	34	184	56

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W Jefferson Blvd
City: Los Angeles
Control: Signalized

Project ID: 22-020320-001
Date: 10/20/2022

Total

NS/EW Streets:	Western Ave				Western Ave				W Jefferson Blvd				W Jefferson Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	34	269	18	0	13	109	21	0	16	84	10	0	15	208	30	0	827
7:15 AM	31	283	19	0	15	110	49	0	19	104	8	0	14	219	35	0	906
7:30 AM	27	256	21	0	16	143	48	0	16	122	15	0	21	217	26	0	928
7:45 AM	31	219	32	0	24	148	43	0	13	167	16	0	25	206	28	0	952
8:00 AM	31	216	43	0	22	139	47	0	16	142	22	0	23	194	45	0	940
8:15 AM	29	225	32	0	22	129	48	0	16	129	14	0	28	174	38	0	884
8:30 AM	26	260	29	0	28	137	49	0	18	120	20	0	19	206	29	0	941
8:45 AM	30	202	12	1	25	129	35	1	20	83	17	0	15	153	35	0	758
9:00 AM	22	191	21	0	25	127	29	0	13	92	7	0	20	109	27	0	683
9:15 AM	20	151	21	0	21	121	23	0	16	74	20	0	22	145	27	0	661
9:30 AM	25	155	23	0	29	106	18	0	22	68	18	0	20	110	22	0	616
9:45 AM	28	145	22	0	20	97	14	0	19	70	14	0	14	118	25	0	586
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	334	2572	293	1	260	1495	424	1	204	1255	181	0	236	2059	367	0	9682
APPROACH %'s :	10.44%	80.38%	9.16%	0.03%	11.93%	68.58%	19.45%	0.05%	12.44%	76.52%	11.04%	0.00%	8.87%	77.35%	13.79%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	120	974	115	0	77	540	187	0	64	535	61	0	83	836	134	0	3726
PEAK HR FACTOR :	0.968	0.860	0.669	0.000	0.802	0.912	0.954	0.000	0.842	0.801	0.693	0.000	0.830	0.954	0.744	0.000	0.978
	0.908				0.935				0.842				0.982				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	16	176	31	0	34	188	10	0	17	127	21	0	24	90	28	0	762
3:15 PM	13	187	30	0	42	232	9	0	25	138	10	0	25	98	26	0	835
3:30 PM	16	187	32	0	44	194	16	0	25	146	25	0	17	82	33	1	818
3:45 PM	24	188	31	0	47	211	5	0	20	147	17	0	18	114	36	0	858
4:00 PM	19	172	26	0	41	245	13	0	15	158	20	0	24	114	38	0	885
4:15 PM	17	217	25	0	42	246	4	0	23	142	20	0	24	136	33	0	929
4:30 PM	29	169	25	0	40	247	12	0	16	144	14	0	22	133	24	0	875
4:45 PM	21	184	28	0	48	202	17	0	18	142	26	0	27	138	29	0	880
5:00 PM	18	194	31	0	41	246	8	0	17	119	28	0	28	131	26	0	887
5:15 PM	26	209	28	0	39	207	11	0	11	154	28	0	23	114	52	0	902
5:30 PM	25	204	42	0	49	215	10	0	17	159	17	0	23	130	34	0	925
5:45 PM	25	190	36	0	47	222	16	0	14	158	10	0	25	141	38	0	922
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	249	2277	365	0	514	2655	131	0	218	1734	236	0	280	1421	397	1	10478
APPROACH %'s :	8.61%	78.76%	12.63%	0.00%	15.58%	80.45%	3.97%	0.00%	9.96%	79.25%	10.79%	0.00%	13.34%	67.70%	18.91%	0.05%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	94	797	137	0	176	890	45	0	59	590	83	0	99	516	150	0	3636
PEAK HR FACTOR :	0.904	0.953	0.815	0.000	0.898	0.904	0.703	0.000	0.868	0.928	0.741	0.000	0.884	0.915	0.721	0.000	0.983
	0.948				0.942				0.948				0.938				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W Jefferson Blvd
City: Los Angeles
Control: Signalized

Project ID: 22-020320-001
Date: 10/20/2022

Cars

NS/EW Streets:	Western Ave				Western Ave				W Jefferson Blvd				W Jefferson Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	34	262	17	0	13	105	19	0	16	82	10	0	13	205	30	0	806
7:15 AM	30	274	17	0	14	105	48	0	19	98	7	0	13	214	32	0	871
7:30 AM	27	247	20	0	16	139	43	0	16	118	14	0	20	213	26	0	899
7:45 AM	31	214	32	0	24	140	41	0	11	166	15	0	25	201	27	0	927
8:00 AM	31	211	41	0	22	136	45	0	15	140	22	0	23	185	41	0	912
8:15 AM	29	218	31	0	22	123	45	0	16	126	13	0	28	173	37	0	861
8:30 AM	25	252	28	0	25	130	47	0	18	117	20	0	19	201	29	0	911
8:45 AM	29	195	12	1	25	126	32	1	17	80	17	0	15	148	33	0	731
9:00 AM	22	183	20	0	25	121	29	0	12	92	6	0	19	106	27	0	662
9:15 AM	20	144	20	0	19	116	23	0	16	73	19	0	21	139	26	0	636
9:30 AM	24	144	23	0	29	103	17	0	21	67	18	0	20	105	19	0	590
9:45 AM	27	140	22	0	19	90	14	0	19	70	13	0	14	114	23	0	565
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	329	2484	283	1	253	1434	403	1	196	1229	174	0	230	2004	350	0	9371
APPROACH %'s :	10.62%	80.21%	9.14%	0.03%	12.10%	68.58%	19.27%	0.05%	12.26%	76.86%	10.88%	0.00%	8.90%	77.55%	13.54%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	119	946	110	0	76	520	177	0	61	522	58	0	81	813	126	0	3609
PEAK HR FACTOR :	0.96	0.863	0.671	0.000	0.792	0.929	0.922	0.000	0.803	0.786	0.659	0.000	0.810	0.950	0.768	0.000	0.973
	0.915				0.943				0.835				0.985				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	16	172	30	0	34	185	10	0	17	123	20	0	23	86	27	0	743
3:15 PM	13	178	28	0	42	224	9	0	25	133	10	0	25	98	26	0	811
3:30 PM	16	184	31	0	43	186	15	0	25	143	25	0	17	80	33	1	799
3:45 PM	23	182	30	0	45	203	5	0	20	146	17	0	17	112	36	0	836
4:00 PM	19	168	25	0	41	236	13	0	15	157	20	0	23	114	37	0	868
4:15 PM	16	210	25	0	41	238	4	0	23	140	20	0	24	133	33	0	907
4:30 PM	29	167	25	0	39	241	12	0	16	140	13	0	22	133	23	0	860
4:45 PM	21	178	28	0	48	198	16	0	18	142	26	0	27	134	29	0	865
5:00 PM	18	190	29	0	41	242	8	0	16	117	27	0	28	131	26	0	873
5:15 PM	26	202	28	0	39	200	11	0	10	154	27	0	23	113	52	0	885
5:30 PM	24	202	40	0	49	212	9	0	17	156	17	0	23	129	34	0	912
5:45 PM	25	187	36	0	47	216	16	0	14	156	10	0	25	138	37	0	907
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	246	2220	355	0	509	2581	128	0	216	1707	232	0	277	1401	393	1	10266
APPROACH %'s :	8.72%	78.70%	12.58%	0.00%	15.82%	80.21%	3.98%	0.00%	10.02%	79.21%	10.77%	0.00%	13.37%	67.62%	18.97%	0.05%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	93	781	133	0	176	870	44	0	57	583	81	0	99	511	149	0	3577
PEAK HR FACTOR :	0.89	0.967	0.831	0.000	0.898	0.899	0.688	0.000	0.838	0.934	0.750	0.000	0.884	0.926	0.716	0.000	0.981
	0.946				0.936				0.944				0.949				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W Jefferson Blvd
City: Los Angeles
Control: Signalized

Project ID: 22-020320-001
Date: 10/20/2022

HT

NS/EW Streets:	Western Ave				Western Ave				W Jefferson Blvd				W Jefferson Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	5	1	0	0	1	1	0	0	2	0	0	1	1	0	0	12
7:15 AM	1	3	2	0	1	3	1	0	0	3	1	0	1	4	2	0	22
7:30 AM	0	5	1	0	0	2	5	0	0	4	1	0	1	4	0	0	23
7:45 AM	0	3	0	0	0	4	1	0	2	0	1	0	0	5	1	0	17
8:00 AM	0	3	2	0	0	1	2	0	1	2	0	0	0	7	2	0	20
8:15 AM	0	6	1	0	0	2	3	0	0	2	1	0	0	1	1	0	17
8:30 AM	1	7	0	0	2	5	2	0	0	2	0	0	0	5	0	0	24
8:45 AM	1	6	0	0	0	1	3	0	2	3	0	0	0	4	2	0	22
9:00 AM	0	6	1	0	0	3	0	0	1	0	1	0	1	2	0	0	15
9:15 AM	0	6	1	0	2	2	0	0	0	1	1	0	1	5	1	0	20
9:30 AM	1	9	0	0	0	2	1	0	1	1	0	0	0	5	3	0	23
9:45 AM	1	3	0	0	1	6	0	0	0	0	0	0	0	4	2	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	62	9	0	6	32	19	0	7	20	6	0	5	47	14	0	232
APPROACH %'s :	6.58%	81.58%	11.84%	0.00%	10.53%	56.14%	33.33%	0.00%	21.21%	60.61%	18.18%	0.00%	7.58%	71.21%	21.21%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	14	5	0	1	10	9	0	3	9	3	0	2	20	5	0	82
PEAK HR FACTOR :	0.250	0.700	0.625	0.000	0.250	0.625	0.450	0.000	0.375	0.563	0.750	0.000	0.500	0.714	0.625	0.000	0.891
		0.833				0.714				0.750				0.750			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	1	1	0	0	2	0	0	0	3	1	0	1	1	1	0	11
3:15 PM	0	3	1	0	0	5	0	0	0	4	0	0	0	0	0	0	13
3:30 PM	0	1	1	0	1	4	0	0	0	0	0	0	0	1	0	0	8
3:45 PM	1	3	1	0	1	3	0	0	0	0	0	0	0	2	0	0	11
4:00 PM	0	1	1	0	0	6	0	0	0	1	0	0	1	0	1	0	11
4:15 PM	1	4	0	0	0	3	0	0	0	1	0	0	0	2	0	0	11
4:30 PM	0	1	0	0	1	3	0	0	0	3	0	0	0	0	1	0	9
4:45 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	3	0	0	6
5:00 PM	0	2	2	0	0	1	0	0	1	1	1	0	0	0	0	0	8
5:15 PM	0	2	0	0	0	4	0	0	1	0	1	0	0	1	0	0	9
5:30 PM	1	0	2	0	0	1	1	0	0	3	0	0	0	1	0	0	9
5:45 PM	0	2	0	0	0	3	0	0	0	1	0	0	0	2	1	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	22	9	0	3	35	2	0	2	17	3	0	2	13	4	0	115
APPROACH %'s :	8.82%	64.71%	26.47%	0.00%	7.50%	87.50%	5.00%	0.00%	9.09%	77.27%	13.64%	0.00%	10.53%	68.42%	21.05%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	6	4	0	0	9	1	0	2	5	2	0	0	4	1	0	35
PEAK HR FACTOR :	0.25	0.750	0.500	0.000	0.000	0.563	0.250	0.000	0.500	0.417	0.500	0.000	0.000	0.500	0.250	0.000	0.972
		0.688				0.625				0.750				0.417			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W Jefferson Blvd
City: Los Angeles
Control: Signalized

Project ID: 22-020320-001
Date: 10/20/2022

Buses

NS/EW Streets:	Western Ave				Western Ave				W Jefferson Blvd				W Jefferson Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	3	1	0	0	0	0	0	1	2	0	0	9
7:15 AM	0	6	0	0	0	2	0	0	0	3	0	0	0	1	1	0	13
7:30 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	2	0	0	0	4	1	0	0	1	0	0	0	0	0	0	8
8:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	2	2	0	8
8:15 AM	0	1	0	0	0	4	0	0	0	1	0	0	0	0	0	0	6
8:30 AM	0	1	1	0	1	2	0	0	0	1	0	0	0	0	0	0	6
8:45 AM	0	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	5
9:00 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	1	0	0	6
9:15 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	5
9:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
9:45 AM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	26	1	0	1	29	2	0	1	6	1	0	1	8	3	0	79
APPROACH %'s :	0.00%	96.30%	3.70%	0.00%	3.13%	90.63%	6.25%	0.00%	12.50%	75.00%	12.50%	0.00%	8.33%	66.67%	25.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	14	0	0	0	10	1	0	0	4	0	0	0	3	3	0	35
PEAK HR FACTOR :	0.000	0.583	0.000	0.000	0.000	0.625	0.250	0.000	0.000	0.333	0.000	0.000	0.000	0.375	0.375	0.000	0.673
		0.583				0.550				0.333				0.375			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	3	0	0	0	1	0	0	0	1	0	0	0	3	0	0	8
3:15 PM	0	6	1	0	0	3	0	0	0	1	0	0	0	0	0	0	11
3:30 PM	0	2	0	0	0	4	1	0	0	3	0	0	0	1	0	0	11
3:45 PM	0	3	0	0	1	5	0	0	0	1	0	0	1	0	0	0	11
4:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	3	0	0	1	5	0	0	0	1	0	0	0	1	0	0	11
4:30 PM	0	1	0	0	0	3	0	0	0	1	1	0	0	0	0	0	6
4:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	9
5:00 PM	0	2	0	0	0	3	0	0	0	1	0	0	0	0	0	0	6
5:15 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	1	0	0	0	3	0	0	0	1	0	0	0	1	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	35	1	0	2	39	1	0	0	10	1	0	1	7	0	0	97
APPROACH %'s :	0.00%	97.22%	2.78%	0.00%	4.76%	92.86%	2.38%	0.00%	0.00%	90.91%	9.09%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	10	0	0	0	11	0	0	0	2	0	0	0	1	0	0	24
PEAK HR FACTOR :	0.00	0.500	0.000	0.000	0.000	0.917	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.750
		0.500				0.917				0.500				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W Jefferson Blvd
City: Los Angeles
Project ID: 22-020320-001
Date: 10/20/2022

Peds_Adults

NS/EW Streets:	Western Ave		Western Ave		W Jefferson Blvd		W Jefferson Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	4	7	1	1	2	1	4	21
7:15 AM	1	2	2	2	2	2	4	1	16
7:30 AM	1	5	4	1	4	3	0	1	19
7:45 AM	3	8	3	4	4	4	5	9	40
8:00 AM	1	7	9	9	6	2	3	3	40
8:15 AM	6	6	3	9	4	6	6	0	40
8:30 AM	2	3	2	4	4	6	2	2	25
8:45 AM	3	4	5	3	3	3	3	5	29
9:00 AM	5	5	4	5	3	7	3	2	34
9:15 AM	2	6	3	4	2	5	7	4	33
9:30 AM	0	0	4	5	4	5	3	0	21
9:45 AM	1	3	5	3	5	3	5	4	29
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	26	53	51	50	42	48	42	35	347
APPROACH %'s :	32.91%	67.09%	50.50%	49.50%	46.67%	53.33%	54.55%	45.45%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	6	22	18	16	16	11	12	14	115
PEAK HR FACTOR :	0.500	0.688	0.500	0.444	0.667	0.688	0.600	0.389	0.719
	0.636		0.472		0.844		0.464		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	2	3	4	8	2	4	6	5	34
3:15 PM	1	1	6	2	1	2	2	3	18
3:30 PM	3	2	4	6	4	5	5	7	36
3:45 PM	4	5	6	7	9	2	6	6	45
4:00 PM	4	5	6	9	5	4	7	4	44
4:15 PM	2	2	4	3	3	2	2	2	20
4:30 PM	3	4	4	1	1	3	0	4	20
4:45 PM	10	6	5	5	7	6	6	6	51
5:00 PM	5	5	5	3	5	3	3	3	32
5:15 PM	1	6	2	4	4	2	3	4	26
5:30 PM	6	7	8	6	4	3	7	2	43
5:45 PM	4	10	7	2	10	3	3	6	45
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	45	56	61	56	55	39	50	52	414
APPROACH %'s :	44.55%	55.45%	52.14%	47.86%	58.51%	41.49%	49.02%	50.98%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	16	28	22	15	23	11	16	15	146
PEAK HR FACTOR :	0.667	0.700	0.688	0.625	0.575	0.917	0.571	0.625	0.811
	0.786		0.661		0.654		0.861		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W Jefferson Blvd
City: Los Angeles
Project ID: 22-020320-001
Date: 10/20/2022

Peds_Kids

NS/EW Streets:	Western Ave		Western Ave		W Jefferson Blvd		W Jefferson Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	2	4	0	0	0	0	0	6
7:15 AM	2	1	0	0	1	2	0	0	6
7:30 AM	0	1	0	1	0	0	0	1	3
7:45 AM	0	4	2	2	0	2	0	9	19
8:00 AM	0	0	2	0	0	0	0	1	3
8:15 AM	1	0	0	0	0	1	0	0	2
8:30 AM	0	1	0	0	4	3	0	1	9
8:45 AM	0	0	0	0	0	2	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	1	0	0	0	1
9:45 AM	0	0	1	1	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	9	9	4	6	10	0	12	53
APPROACH %'s :	25.00%	75.00%	69.23%	30.77%	37.50%	62.50%	0.00%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	2	6	4	3	1	4	0	11	31
PEAK HR FACTOR :	0.250	0.375	0.500	0.375	0.250	0.500		0.306	0.408
	0.500		0.438		0.417		0.306		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	1	1	0	0	2
3:15 PM	0	1	1	1	0	4	0	0	7
3:30 PM	0	1	0	3	1	0	0	1	6
3:45 PM	1	0	1	4	5	2	2	0	15
4:00 PM	1	1	3	0	6	2	3	1	17
4:15 PM	1	0	0	3	2	4	0	0	10
4:30 PM	0	1	3	1	1	3	2	3	14
4:45 PM	0	0	0	0	2	1	0	0	3
5:00 PM	2	2	1	1	1	2	1	0	10
5:15 PM	0	2	1	0	1	0	2	5	11
5:30 PM	1	1	2	0	1	0	2	0	7
5:45 PM	1	1	1	0	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	10	13	13	21	19	12	10	105
APPROACH %'s :	41.18%	58.82%	50.00%	50.00%	52.50%	47.50%	54.55%	45.45%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	4	6	5	1	3	2	5	5	31
PEAK HR FACTOR :	0.500	0.750	0.625	0.250	0.750	0.250	0.625	0.250	0.705
	0.625		0.750		0.417		0.357		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Western Ave & W Jefferson Blvd
City: Los Angeles
Project ID: 22-020320-001
Date: 10/20/2022

Pedestrians (Crosswalks)

NS/EW Streets:	Western Ave		Western Ave		W Jefferson Blvd		W Jefferson Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	6	11	1	1	2	1	4	27
7:15 AM	3	3	2	2	3	4	4	1	22
7:30 AM	1	6	4	2	4	3	0	2	22
7:45 AM	3	12	5	6	4	6	5	18	59
8:00 AM	1	7	11	9	6	2	3	4	43
8:15 AM	7	6	3	9	4	7	6	0	42
8:30 AM	2	4	2	4	8	9	2	3	34
8:45 AM	3	4	5	3	3	5	3	5	31
9:00 AM	5	5	4	5	3	7	3	2	34
9:15 AM	2	6	3	4	2	5	7	4	33
9:30 AM	0	0	4	5	5	5	3	0	22
9:45 AM	1	3	6	4	5	3	5	4	31
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	29	62	60	54	48	58	42	47	400
APPROACH %'s :	31.87%	68.13%	52.63%	47.37%	45.28%	54.72%	47.19%	52.81%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	8	28	22	19	17	15	12	25	146
PEAK HR FACTOR :	0.667	0.583	0.500	0.528	0.708	0.625	0.600	0.347	0.619
	0.600		0.513		0.800		0.402		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	2	3	4	8	3	5	6	5	36
3:15 PM	1	2	7	3	1	6	2	3	25
3:30 PM	3	3	4	9	5	5	5	8	42
3:45 PM	5	5	7	11	14	4	8	6	60
4:00 PM	5	6	9	9	11	6	10	5	61
4:15 PM	3	2	4	6	5	6	2	2	30
4:30 PM	3	5	7	2	2	6	2	7	34
4:45 PM	10	6	5	5	9	7	6	6	54
5:00 PM	7	7	6	4	6	5	4	3	42
5:15 PM	1	8	3	4	5	2	5	9	37
5:30 PM	7	8	10	6	5	3	9	2	50
5:45 PM	5	11	8	2	10	3	3	6	48
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	52	66	74	69	76	58	62	62	519
APPROACH %'s :	44.07%	55.93%	51.75%	48.25%	56.72%	43.28%	50.00%	50.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	20	34	27	16	26	13	21	20	177
PEAK HR FACTOR :	0.714	0.773	0.675	0.667	0.650	0.650	0.583	0.556	0.885
	0.844		0.672		0.750		0.732		

City of Los Angeles
Department of Transportation

Level Three

BICYCLE COUNT SUMMARY

STREET:

North/South : **Western Ave**

East/West : **W Jefferson Blvd**

Day:	Thursday	**Date:**	10/20/2022	**Weather:**	SUNNY
School Day:	Yes	**District:**		I/S CODE:	
Hours:	7-10AM 3-6PM	**Staff:**			

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	1	1	0	2
3-4	0	0	0	0
4-5	1	2	0	3
5-6	0	0	0	0
TOTAL	2	3	0	5

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	1	0	1
3-4	0	0	0	0
4-5	0	1	1	2
5-6	0	1	0	1
TOTAL	0	3	1	4

TOTAL

N-S
0
0
3
0
5
1
9

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	2	0	2
3-4	0	0	0	0
4-5	0	2	2	4
5-6	0	2	1	3
TOTAL	0	6	3	9

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	0	1	1
9-10	0	1	0	1
3-4	0	1	0	1
4-5	1	3	1	5
5-6	0	0	0	0
TOTAL	1	6	2	9

TOTAL

E-W
1
1
3
1
9
3
18

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female riders	0	0	0	0	0
- No helmet riders	0	0	0	0	0
- Sidewalk riding	26	40	19	20	105
- Wrong way riding	0	0	0	0	0

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: National Data & Surveying Services

National Data & Surveying Services

Bicycle Count

Project ID: 22-020320-001
City: Los Angeles

Day: Thursday
Date: 10/20/2022

NS/EW Streets:	Western Ave			Western Ave			W Jefferson Blvd			W Jefferson Blvd			
AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
9:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	1	0	0	0	0	0	0	2	0	0	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	1	0	0	1	0	0	2	0	0	2	1	8
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	66.67%	33.33%	
PEAK HR :	08:45 AM - 09:45 AM												TOTAL
PEAK HR VOL :	1	1	0	0	1	0	0	2	0	0	1	1	7
PEAK HR FACTOR :	0.500			0.250			0.250			0.500			0.583

AM	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
7:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	8	14	10	7	0	0	0	0

PM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	1	0	0	1	0	0	0	3
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	1	0	0	0	0	0	0	2	0	0	2	0	5
4:45 PM	0	1	0	0	0	0	0	0	1	1	1	1	5
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES	1	2	0	0	2	1	0	4	3	1	4	1	19
APPROACH %'s	33.33%	66.67%	0.00%	0.00%	66.67%	33.33%	0.00%	57.14%	42.86%	16.67%	66.67%	16.67%	
PEAK HR :	04:00 PM - 05:00 PM												TOTAL
PEAK HR VOL:	1	2	0	0	1	1	0	2	2	1	3	1	14
PEAK HR FACTOR:	0.750			0.250			0.500			0.417			0.700

PM	FEMALE RIDERS				NO HELMET RIDERS				SIDEWALK RIDING				WRONG WAY RIDING			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	3	1	2	2	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	5	3	1	1	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	4	2	3	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	3	2	2	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
TOTAL VOLUMES	0	0	0	0	0	0	0	0	18	26	9	13	0	0	0	0

City of Los Angeles
Department of Transportation

Level Three

PEDESTRIAN COUNT SUMMARY

STREET:

North/South : **Western Ave**

East/West : **W Jefferson Blvd**

Day:	Thursday	**Date:**	10/20/2022	**Weather:**	SUNNY
School Day:	Yes	**District:**		I/S CODE:	
Hours:	7-10AM 3-6PM	**Staff:**			

AM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00 - 7:15	7	12	3	5	**27**
7:15 - 7:30	6	4	7	5	**22**
7:30 - 7:45	7	6	7	2	**22**
7:45 - 8:00	15	11	10	23	**59**
8:00 - 8:15	8	20	8	7	**43**
8:15 - 8:30	13	12	11	6	**42**
8:30 - 8:45	6	6	17	5	**34**
8:45 - 9:00	7	8	8	8	**31**
9:00 - 9:15	10	9	10	5	**34**
9:15 - 9:30	8	7	7	11	**33**
9:30 - 9:45	0	9	10	3	**22**
9:45 -10:00	4	10	8	9	**31**

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	35	33	27	35	**130**
8 - 9	34	46	44	26	**150**
9 - 10	22	35	35	28	**120**
TOTAL	**91**	**114**	**106**	**89**	**400**

PM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00 - 3:15	5	12	8	11	**36**
3:15 - 3:30	3	10	7	5	**25**
3:30 - 3:45	6	13	10	13	**42**
3:45 - 4:00	10	18	18	14	**60**
4:00 - 4:15	11	18	17	15	**61**
4:15 - 4:30	5	10	11	4	**30**
4:30 - 4:45	8	9	8	9	**34**
4:45 - 5:00	16	10	16	12	**54**
5:00 - 5:15	14	10	11	7	**42**
5:15 - 5:30	9	7	7	14	**37**
5:30 - 5:45	15	16	8	11	**50**
5:45 - 6:00	16	10	13	9	**48**

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	24	53	43	43	**163**
4 - 5	40	47	52	40	**179**
5 - 6	54	43	39	41	**177**
TOTAL	**118**	**143**	**134**	**124**	**519**

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	0	0	0	0	0

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: National Data & Surveying Services

LADOT 2015 CMP

Prepared by NDS/ATD

VOLUME

W 30th St W/O Hobart Blvd

Day: Thursday
Date: 10/20/2022

City: Los Angeles
Project #: CA22_020321_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	591	391	982

AM Period	NB		SB		EB		WB		TOTAL	
00:00					2		3		5	
00:15					2		1		3	
00:30					1		1		2	
00:45					2	7	2	7	4	14
01:00					0		1		1	
01:15					0		1		1	
01:30					1		0		1	
01:45					1	2	0	2	1	4
02:00					1		1		2	
02:15					1		0		1	
02:30					2		1		3	
02:45					3	7	0	2	3	9
03:00					2		3		5	
03:15					1		1		2	
03:30					2		0		2	
03:45					1	6	0	4	1	10
04:00					1		1		2	
04:15					1		0		1	
04:30					1		0		1	
04:45					1	4	1	2	2	6
05:00					1		0		1	
05:15					1		1		2	
05:30					4		3		7	
05:45					6	12	6	10	12	22
06:00					6		7		13	
06:15					6		4		10	
06:30					9		6		15	
06:45					5	26	7	24	12	50
07:00					2		2		4	
07:15					4		3		7	
07:30					6		4		10	
07:45					3	15	6	15	9	30
08:00					10		10		20	
08:15					14		11		25	
08:30					5		10		15	
08:45					3	32	7	38	10	70
09:00					12		4		16	
09:15					3		2		5	
09:30					8		2		10	
09:45					6	29	4	12	10	41
10:00					7		6		13	
10:15					6		4		10	
10:30					4		4		8	
10:45					3	20	5	19	8	39
11:00					6		4		10	
11:15					3		4		7	
11:30					5		4		9	
11:45					4	18	4	16	8	34
TOTALS						178		151		329
SPLIT %						54.1%		45.9%		33.5%

PM Period	NB		SB		EB		WB		TOTAL	
12:00					2		5		7	
12:15					4		2		6	
12:30					5		5		10	
12:45					4	15	7	19	11	34
13:00					3		5		8	
13:15					6		4		10	
13:30					6		3		9	
13:45					6	21	6	18	12	39
14:00					9		4		13	
14:15					7		7		14	
14:30					7		4		11	
14:45					19	42	1	16	20	58
15:00					7		7		14	
15:15					14		5		19	
15:30					8		3		11	
15:45					17	46	4	19	21	65
16:00					11		5		16	
16:15					15		4		19	
16:30					18		4		22	
16:45					19	63	4	17	23	80
17:00					22		1		23	
17:15					14		3		17	
17:30					21		4		25	
17:45					21	78	6	14	27	92
18:00					8		8		16	
18:15					9		9		18	
18:30					8		10		18	
18:45					11	36	6	33	17	69
19:00					9		8		17	
19:15					8		4		12	
19:30					4		5		9	
19:45					7	28	5	22	12	50
20:00					5		6		11	
20:15					5		5		10	
20:30					5		4		9	
20:45					5	20	7	22	12	42
21:00					8		4		12	
21:15					7		9		16	
21:30					5		8		13	
21:45					5	25	5	26	10	51
22:00					7		7		14	
22:15					7		4		11	
22:30					8		7		15	
22:45					3	25	3	21	6	46
23:00					6		6		12	
23:15					3		3		6	
23:30					3		3		6	
23:45					2	14	1	13	3	27
TOTALS						413		240		653
SPLIT %						63.2%		36.8%		66.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	591	391	982

AM Peak Hour		08:15	08:00	08:00	
AM Pk Volume		34	38	70	
Pk Hr Factor		0.607	0.864	0.700	
7 - 9 Volume	0 0	47	53	100	
7 - 9 Peak Hour		07:30	08:00	08:00	
7 - 9 Pk Volume	0 0	33	38	70	
Pk Hr Factor	0.000 0.000	0.589	0.864	0.700	

PM Peak Hour		17:00	17:45	17:00	
PM Pk Volume		78	33	92	
Pk Hr Factor		0.886	0.825	0.852	
4 - 6 Volume	0 0	141	31	172	
4 - 6 Peak Hour		17:00	16:00	17:00	
4 - 6 Pk Volume	0 0	78	17	92	
Pk Hr Factor	0.000 0.000	0.886	0.850	0.852	

Prepared by National Data & Surveying Services

VOLUME

Hobart Blvd S/O W 30th St

Day: Thursday
Date: 10/20/2022

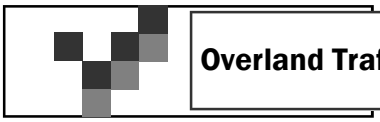
City: Los Angeles
Project #: CA22_020321_002

DAILY TOTALS	NB	SB	EB	WB	Total
	473	644	0	0	1,117

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		1						1		12:00	5		3						8	
00:15	2		0						2		12:15	4		5						9	
00:30	1		0						1		12:30	7		5						12	
00:45	0	3	0	1					0	4	12:45	7	23	4	17					11	40
01:00	0		3						3		13:00	7		5						12	
01:15	1		0						1		13:15	12		8						20	
01:30	1		0						1		13:30	1		10						11	
01:45	0	2	0	3					0	5	13:45	2	22	7	30					9	52
02:00	2		0						2		14:00	7		7						14	
02:15	0		0						0		14:15	9		11						20	
02:30	0		1						1		14:30	13		11						24	
02:45	0	2	0	1					0	3	14:45	7	36	8	37					15	73
03:00	0		0						0		15:00	12		11						23	
03:15	0		0						0		15:15	10		11						21	
03:30	0		0						0		15:30	9		13						22	
03:45	0		0						0		15:45	9	40	17	52					26	92
04:00	0		0						0		16:00	6		16						22	
04:15	1		0						1		16:15	5		25						30	
04:30	1		2						3		16:30	10		19						29	
04:45	2	4	0	2					2	6	16:45	7	28	11	71					18	99
05:00	0		1						1		17:00	4		15						19	
05:15	2		2						4		17:15	9		27						36	
05:30	0		1						1		17:30	14		49						63	
05:45	2	4	1	5					3	9	17:45	11	38	38	129					49	167
06:00	2		3						5		18:00	11		32						43	
06:15	3		4						7		18:15	11		18						29	
06:30	5		7						12		18:30	10		8						18	
06:45	3	13	2	16					5	29	18:45	7	39	10	68					17	107
07:00	10		7						17		19:00	9		11						20	
07:15	11		6						17		19:15	5		8						13	
07:30	6		7						13		19:30	4		7						11	
07:45	17	44	6	26					23	70	19:45	4	22	5	31					9	53
08:00	12		14						26		20:00	6		3						9	
08:15	15		5						20		20:15	4		3						7	
08:30	9		9						18		20:30	5		0						5	
08:45	7	43	6	34					13	77	20:45	3	18	6	12					9	30
09:00	5		8						13		21:00	2		1						3	
09:15	2		8						10		21:15	5		4						9	
09:30	2		12						14		21:30	5		7						12	
09:45	7	16	3	31					10	47	21:45	3	15	0	12					3	27
10:00	4		2						6		22:00	5		0						5	
10:15	5		8						13		22:15	5		2						7	
10:30	10		7						17		22:30	1		1						2	
10:45	12	31	9	26					21	57	22:45	0	11	4	7					4	18
11:00	5		15						20		23:00	0		2						2	
11:15	5		5						10		23:15	1		0						1	
11:30	5		7						12		23:30	0		1						1	
11:45	3	18	3	30					6	48	23:45	0	1	0	3					0	4
TOTALS		180		175						355	TOTALS		293		469						762
SPLIT %		50.7%		49.3%						31.8%	SPLIT %		38.5%		61.5%						68.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	473	644	0	0	1,117

AM Peak Hour	07:45	10:15				07:45	PM Peak Hour	17:30	17:15				17:15
AM Pk Volume	53	39				87	PM Pk Volume	47	146				191
Pk Hr Factor	0.779	0.650				0.837	Pk Hr Factor	0.839	0.745				0.758
7 - 9 Volume	87	60	0	0		147	4 - 6 Volume	66	200	0	0		266
7 - 9 Peak Hour	07:45	07:45				07:45	4 - 6 Peak Hour	17:00	17:00				17:00
7 - 9 Pk Volume	53	34	0	0		87	4 - 6 Pk Volume	38	129	0	0		167
Pk Hr Factor	0.779	0.607	0.000	0.000		0.837	Pk Hr Factor	0.679	0.658	0.000	0.000		0.663



Existing Conditions

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	16	14	1108	825	11
Future Vol, veh/h	9	16	14	1108	825	11
Conflicting Peds, #/hr	1	3	15	0	0	15
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	10	17	15	1204	897	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1551	473	924	0	-	0
Stage 1	918	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	106	543	735	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	534	725	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	327	-	-	-	-	-
Stage 2	490	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.3	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	725	-	204	-	-
HCM Lane V/C Ratio	0.021	-	0.133	-	-
HCM Control Delay (s)	10.1	0.3	25.3	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	33	1089	20	11	831
Future Vol, veh/h	4	33	1089	20	11	831
Conflicting Peds, #/hr	2	1	0	11	15	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	4	36	1184	22	12	903

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1688	619	0	0	1221	0
Stage 1	1210	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	86	436	-	-	567	-
Stage 1	249	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	81	429	-	-	559	-
Mov Cap-2 Maneuver	81	-	-	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	568	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	293	559	-
HCM Lane V/C Ratio	-	-	0.137	0.021	-
HCM Control Delay (s)	-	-	19.2	11.6	0.2
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

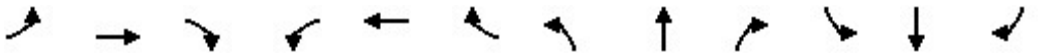
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	16	1284	723	6
Future Vol, veh/h	0	15	16	1284	723	6
Conflicting Peds, #/hr	0	1	20	0	0	20
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	0	16	17	1366	769	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1509	409	795	0	-	0
Stage 1	792	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	113	597	822	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	98	581	801	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	366	-	-	-	-	-
Stage 2	439	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	801	-	581	-	-
HCM Lane V/C Ratio	0.021	-	0.027	-	-
HCM Control Delay (s)	9.6	0.4	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	535	61	83	836	134	120	974	115	77	540	187
Future Volume (veh/h)	64	535	61	83	836	134	120	974	115	77	540	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	0.99		0.95	0.99		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	65	546	62	85	853	137	122	994	117	79	551	191
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	1156	131	305	1100	177	362	1735	774	266	870	300
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.07	0.49	0.49	0.34	0.34	0.34
Sat Flow, veh/h	567	3198	362	804	3041	488	1781	3554	1584	504	2552	881
Grp Volume(v), veh/h	65	303	305	85	498	492	122	994	117	79	383	359
Grp Sat Flow(s),veh/h/ln	567	1777	1783	804	1777	1752	1781	1777	1584	504	1777	1656
Q Serve(g_s), s	6.8	7.9	7.9	5.5	14.9	14.9	2.4	11.9	2.4	7.9	10.9	11.0
Cycle Q Clear(g_c), s	21.7	7.9	7.9	13.4	14.9	14.9	2.4	11.9	2.4	11.0	10.9	11.0
Prop In Lane	1.00		0.20	1.00		0.28	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	184	643	645	305	643	634	362	1735	774	266	606	564
V/C Ratio(X)	0.35	0.47	0.47	0.28	0.78	0.78	0.34	0.57	0.15	0.30	0.63	0.64
Avail Cap(c_a), veh/h	184	643	645	305	643	634	381	1735	774	266	606	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	14.7	14.8	19.9	17.0	17.0	11.5	10.9	8.5	18.0	16.6	16.6
Incr Delay (d2), s/veh	1.2	0.5	0.5	0.5	5.9	6.0	0.5	1.4	0.4	2.8	5.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	5.3	5.3	1.8	10.6	10.5	1.6	7.6	1.4	1.9	8.4	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	15.3	15.3	20.4	22.9	23.0	12.1	12.3	8.9	20.8	21.6	22.0
LnGrp LOS	C	B	B	C	C	C	B	B	A	C	C	C
Approach Vol, veh/h		673			1075			1233			821	
Approach Delay, s/veh		16.5			22.8			11.9			21.7	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.8		26.2	8.8	25.0		26.2				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		29.3		21.7	5.0	19.8		21.7				
Max Q Clear Time (g_c+I1), s		13.9		23.7	4.4	13.0		16.9				
Green Ext Time (p_c), s		6.7		0.0	0.0	3.1		2.8				

Intersection Summary												
HCM 6th Ctrl Delay			17.9									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	25	13	920	1211	21
Future Vol, veh/h	2	25	13	920	1211	21
Conflicting Peds, #/hr	0	1	19	0	0	19
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	2	26	14	968	1275	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1817	669	1316	0	-	0
Stage 1	1305	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	71	405	521	-	-	-
Stage 1	222	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	64	397	512	-	-	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	205	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	512	-	287	-	-
HCM Lane V/C Ratio	0.027	-	0.099	-	-
HCM Control Delay (s)	12.2	0.4	18.9	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	13	920	23	52	1185
Future Vol, veh/h	0	13	920	23	52	1185
Conflicting Peds, #/hr	1	0	0	14	14	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	0	14	968	24	55	1247

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1729	510	0	0	1006	0
Stage 1	994	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	81	514	-	-	684	-
Stage 1	323	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	59	507	-	-	675	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	323	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	507	675	-
HCM Lane V/C Ratio	-	-	0.027	0.081	-
HCM Control Delay (s)	-	-	12.3	10.8	1.3
HCM Lane LOS	-	-	B	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.3	-

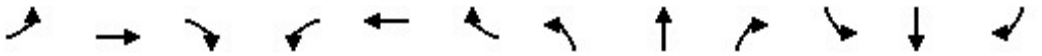
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	28	9	1092	1247	15
Future Vol, veh/h	2	28	9	1092	1247	15
Conflicting Peds, #/hr	0	2	27	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	2	29	9	1138	1299	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1921	687	1342	0	-	0
Stage 1	1334	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	60	394	509	-	-	-
Stage 1	214	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	380	492	-	-	-
Mov Cap-2 Maneuver	53	-	-	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.1	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	492	-	269	-	-
HCM Lane V/C Ratio	0.019	-	0.116	-	-
HCM Control Delay (s)	12.5	0.3	20.1	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	590	83	99	516	150	94	797	137	176	890	45
Future Volume (veh/h)	59	590	83	99	516	150	94	797	137	176	890	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	0.99		0.94	1.00		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	60	602	85	101	527	153	96	813	140	180	908	46
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	956	135	225	826	238	347	1925	856	353	1373	70
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.07	0.54	0.54	0.40	0.40	0.40
Sat Flow, veh/h	751	3100	436	746	2679	773	1781	3554	1580	583	3431	174
Grp Volume(v), veh/h	60	344	343	101	348	332	96	813	140	180	470	484
Grp Sat Flow(s),veh/h/ln	751	1777	1760	746	1777	1675	1781	1777	1580	583	1777	1828
Q Serve(g_s), s	4.5	10.0	10.0	8.1	10.1	10.2	1.7	8.2	2.7	16.1	13.0	13.0
Cycle Q Clear(g_c), s	14.7	10.0	10.0	18.1	10.1	10.2	1.7	8.2	2.7	16.1	13.0	13.0
Prop In Lane	1.00		0.25	1.00		0.46	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	223	548	543	225	548	516	347	1925	856	353	711	731
V/C Ratio(X)	0.27	0.63	0.63	0.45	0.64	0.64	0.28	0.42	0.16	0.51	0.66	0.66
Avail Cap(c_a), veh/h	223	548	543	225	548	516	377	1925	856	353	711	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	17.8	17.8	25.6	17.9	17.9	10.2	8.2	6.9	15.6	14.7	14.7
Incr Delay (d2), s/veh	0.6	2.3	2.4	1.4	2.4	2.7	0.4	0.7	0.4	5.2	4.8	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	7.3	7.3	2.6	7.4	7.1	1.1	4.8	1.5	4.2	9.3	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	20.1	20.2	27.0	20.3	20.6	10.6	8.9	7.3	20.8	19.5	19.3
LnGrp LOS	C	C	C	C	C	C	B	A	A	C	B	B
Approach Vol, veh/h		747			781			1049			1134	
Approach Delay, s/veh		20.5			21.3			8.8			19.6	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.0		23.0	8.5	28.5		23.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.5	5.0	23.0		18.5				
Max Q Clear Time (g_c+I1), s		10.2		16.7	3.7	18.1		20.1				
Green Ext Time (p_c), s		6.5		0.8	0.0	3.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			17.1									
HCM 6th LOS			B									

Overland Traffic Consultants, Inc.

Existing + Project

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	16	14	1125	834	11
Future Vol, veh/h	9	16	14	1125	834	11
Conflicting Peds, #/hr	2	4	21	0	0	21
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	10	17	15	1223	907	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1578	485	940	0	-	0
Stage 1	934	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	102	533	725	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	91	520	711	-	-	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	480	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.7	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	711	-	193	-	-
HCM Lane V/C Ratio	0.021	-	0.141	-	-
HCM Control Delay (s)	10.2	0.3	26.7	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	35	1104	20	20	831
Future Vol, veh/h	21	35	1104	20	20	831
Conflicting Peds, #/hr	3	2	0	17	21	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	23	38	1200	22	22	903

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1731	634	0	0	1243	0
Stage 1	1232	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	81	427	-	-	556	-
Stage 1	242	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	73	418	-	-	545	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	44.1	0	0.8
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	151	545	-
HCM Lane V/C Ratio	-	-	0.403	0.04	-
HCM Control Delay (s)	-	-	44.1	11.9	0.5
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	1.8	0.1	-

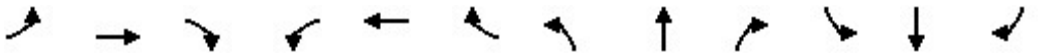
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	16	1295	738	8
Future Vol, veh/h	1	15	16	1295	738	8
Conflicting Peds, #/hr	1	2	26	0	0	26
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	1	16	17	1378	785	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1540	425	820	0	-	0
Stage 1	816	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	108	583	805	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	92	562	778	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	778	-	426	-	-
HCM Lane V/C Ratio	0.022	-	0.04	-	-
HCM Control Delay (s)	9.7	0.4	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	53	61	83	836	138	120	978	115	83	548	189
Future Volume (veh/h)	66	53	61	83	836	138	120	978	115	83	548	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	0.97		0.94	0.99		0.97	0.99		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	67	54	62	85	853	141	122	998	117	85	559	193
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	643	541	532	1093	181	358	1735	779	265	869	299
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.07	0.49	0.49	0.34	0.34	0.34
Sat Flow, veh/h	565	1777	1497	1232	3023	500	1781	3554	1595	503	2550	877
Grp Volume(v), veh/h	67	54	62	85	501	493	122	998	117	85	389	363
Grp Sat Flow(s),veh/h/ln	565	1777	1497	1232	1777	1746	1781	1777	1595	503	1777	1650
Q Serve(g_s), s	6.6	1.2	1.7	3.0	15.1	15.1	2.4	12.0	2.4	8.7	11.1	11.2
Cycle Q Clear(g_c), s	21.7	1.2	1.7	4.6	15.1	15.1	2.4	12.0	2.4	11.8	11.1	11.2
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	183	643	541	532	643	631	358	1735	779	265	606	563
V/C Ratio(X)	0.37	0.08	0.11	0.16	0.78	0.78	0.34	0.58	0.15	0.32	0.64	0.65
Avail Cap(c_a), veh/h	183	643	541	532	643	631	378	1735	779	265	606	563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	12.6	12.8	14.3	17.0	17.0	11.6	10.9	8.5	18.3	16.7	16.7
Incr Delay (d2), s/veh	1.2	0.1	0.1	0.1	6.1	6.2	0.6	1.4	0.4	3.2	5.2	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.8	0.9	1.4	10.7	10.6	1.6	7.6	1.4	2.1	8.5	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	12.7	12.8	14.4	23.2	23.3	12.2	12.3	8.9	21.5	21.8	22.3
LnGrp LOS	C	B	B	B	C	C	B	B	A	C	C	C
Approach Vol, veh/h		183			1079			1237			837	
Approach Delay, s/veh		18.4			22.5			12.0			22.0	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.8		26.2	8.8	25.0		26.2				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		29.3		21.7	5.0	19.8		21.7				
Max Q Clear Time (g_c+I1), s		14.0		23.7	4.4	13.8		17.1				
Green Ext Time (p_c), s		6.7		0.0	0.0	2.8		2.7				

Intersection Summary												
HCM 6th Ctrl Delay			18.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	25	13	931	1225	21
Future Vol, veh/h	2	25	13	931	1225	21
Conflicting Peds, #/hr	2	6	24	0	0	24
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	2	27	14	1012	1332	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1904	708	1379	0	-	0
Stage 1	1368	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	62	382	493	-	-	-
Stage 1	205	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	371	482	-	-	-
Mov Cap-2 Maneuver	55	-	-	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.6	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	482	-	260	-	-
HCM Lane V/C Ratio	0.029	-	0.113	-	-
HCM Control Delay (s)	12.7	0.4	20.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	14	930	23	66	1185
Future Vol, veh/h	11	14	930	23	66	1185
Conflicting Peds, #/hr	3	2	0	19	19	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	12	15	1011	25	72	1288

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1834	539	0	0	1055	0
Stage 1	1043	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	69	492	-	-	656	-
Stage 1	305	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	41	482	-	-	644	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	300	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	67.1	0	2.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	84	644	-
HCM Lane V/C Ratio	-	-	0.323	0.111	-
HCM Control Delay (s)	-	-	67.1	11.3	2
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.4	-

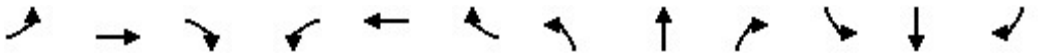
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	28	9	1110	1257	16
Future Vol, veh/h	4	28	9	1110	1257	16
Conflicting Peds, #/hr	2	4	33	0	0	33
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	4	30	10	1181	1337	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1992	714	1387	0	-	0
Stage 1	1379	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	54	378	490	-	-	-
Stage 1	203	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	360	469	-	-	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	182	-	-	-	-	-
Stage 2	488	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.5	0.5	0
HCM LOS	D		

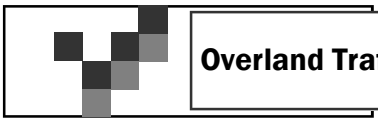
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	469	-	194	-	-
HCM Lane V/C Ratio	0.02	-	0.175	-	-
HCM Control Delay (s)	12.8	0.4	27.5	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	590	83	99	516	157	94	804	137	180	895	46
Future Volume (veh/h)	63	590	83	99	516	157	94	804	137	180	895	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	0.99		0.94	1.00		0.96	0.99		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	64	602	85	101	527	160	96	820	140	184	913	47
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	956	135	225	816	246	345	1925	853	351	1371	71
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.07	0.54	0.54	0.40	0.40	0.40
Sat Flow, veh/h	746	3099	436	746	2645	798	1781	3554	1575	578	3427	176
Grp Volume(v), veh/h	64	344	343	101	353	334	96	820	140	184	473	487
Grp Sat Flow(s),veh/h/ln	746	1777	1759	746	1777	1667	1781	1777	1575	578	1777	1826
Q Serve(g_s), s	4.9	10.0	10.0	8.1	10.3	10.4	1.7	8.2	2.7	16.8	13.1	13.1
Cycle Q Clear(g_c), s	15.3	10.0	10.0	18.1	10.3	10.4	1.7	8.2	2.7	16.8	13.1	13.1
Prop In Lane	1.00		0.25	1.00		0.48	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	221	548	542	225	548	514	345	1925	853	351	711	731
V/C Ratio(X)	0.29	0.63	0.63	0.45	0.64	0.65	0.28	0.43	0.16	0.52	0.67	0.67
Avail Cap(c_a), veh/h	221	548	542	225	548	514	375	1925	853	351	711	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	17.8	17.8	25.6	17.9	18.0	10.2	8.2	6.9	15.8	14.7	14.7
Incr Delay (d2), s/veh	0.7	2.3	2.4	1.4	2.6	2.9	0.4	0.7	0.4	5.5	4.9	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	7.3	7.3	2.6	7.6	7.2	1.1	4.9	1.5	4.4	9.4	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	20.1	20.2	27.0	20.5	20.8	10.6	8.9	7.3	21.3	19.6	19.5
LnGrp LOS	C	C	C	C	C	C	B	A	A	C	B	B
Approach Vol, veh/h		751			788			1056			1144	
Approach Delay, s/veh		20.6			21.5			8.8			19.8	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.0		23.0	8.5	28.5		23.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.5	5.0	23.0		18.5				
Max Q Clear Time (g_c+I1), s		10.2		17.3	3.7	18.8		20.1				
Green Ext Time (p_c), s		6.6		0.6	0.0	2.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			B									



Future Without Project

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	14	1183	867	12
Future Vol, veh/h	12	17	14	1183	867	12
Conflicting Peds, #/hr	1	3	15	0	0	15
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	13	18	15	1286	942	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1638	496	970	0	-	0
Stage 1	964	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	93	525	706	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	84	516	696	-	-	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	466	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.9	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	696	-	165	-	-
HCM Lane V/C Ratio	0.022	-	0.191	-	-
HCM Control Delay (s)	10.3	0.4	31.9	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	37	1163	21	11	873
Future Vol, veh/h	4	37	1163	21	11	873
Conflicting Peds, #/hr	2	1	0	1	15	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	4	40	1264	23	12	949

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1792	660	0	0	1302	0
Stage 1	1291	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	74	410	-	-	528	-
Stage 1	226	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	69	404	-	-	520	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	223	-	-	-	-	-
Stage 2	550	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.7	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	274	520	-
HCM Lane V/C Ratio	-	-	0.163	0.023	-
HCM Control Delay (s)	-	-	20.7	12.1	0.3
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

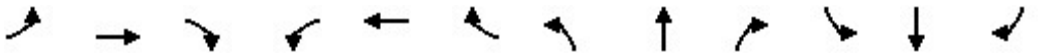
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	15	17	1358	764	7
Future Vol, veh/h	3	15	17	1358	764	7
Conflicting Peds, #/hr	0	1	21	0	0	21
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	3	16	18	1445	813	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1597	432	841	0	-	0
Stage 1	838	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	99	577	790	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	83	561	769	-	-	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	334	-	-	-	-	-
Stage 2	416	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	769	-	286	-	-
HCM Lane V/C Ratio	0.024	-	0.067	-	-
HCM Control Delay (s)	9.8	0.6	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	553	63	86	867	153	128	1031	119	88	570	197
Future Volume (veh/h)	86	553	63	86	867	153	128	1031	119	88	570	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	0.99		0.95	1.00		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	88	564	64	88	885	156	131	1052	121	90	582	201
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	1146	130	294	1072	189	353	1747	777	252	874	301
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.07	0.49	0.49	0.34	0.34	0.34
Sat Flow, veh/h	541	3197	362	789	2991	527	1781	3554	1581	475	2551	878
Grp Volume(v), veh/h	88	313	315	88	526	515	131	1052	121	90	405	378
Grp Sat Flow(s),veh/h/ln	541	1777	1782	789	1777	1741	1781	1777	1581	475	1777	1653
Q Serve(g_s), s	5.3	8.2	8.3	5.9	16.2	16.2	2.6	12.8	2.5	10.1	11.6	11.7
Cycle Q Clear(g_c), s	21.5	8.2	8.3	14.2	16.2	16.2	2.6	12.8	2.5	14.0	11.6	11.7
Prop In Lane	1.00		0.20	1.00		0.30	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	168	637	638	294	637	624	353	1747	777	252	609	566
V/C Ratio(X)	0.52	0.49	0.49	0.30	0.83	0.83	0.37	0.60	0.16	0.36	0.66	0.67
Avail Cap(c_a), veh/h	168	637	638	294	637	624	370	1747	777	252	609	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	15.0	15.0	20.5	17.5	17.5	11.7	11.0	8.4	19.3	16.8	16.8
Incr Delay (d2), s/veh	3.0	0.6	0.6	0.6	8.7	8.9	0.6	1.5	0.4	3.9	5.6	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	5.5	5.6	1.9	11.8	11.7	1.7	8.0	1.5	2.3	8.9	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	15.6	15.6	21.1	26.3	26.5	12.4	12.6	8.8	23.2	22.4	22.9
LnGrp LOS	C	B	B	C	C	C	B	B	A	C	C	C
Approach Vol, veh/h		716			1129			1304			873	
Approach Delay, s/veh		17.5			26.0			12.2			22.7	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		34.0		26.0	8.9	25.1		26.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		29.5		21.5	5.0	20.0		21.5				
Max Q Clear Time (g_c+I1), s		14.8		23.5	4.6	16.0		18.2				
Green Ext Time (p_c), s		7.0		0.0	0.0	2.1		2.1				

Intersection Summary												
HCM 6th Ctrl Delay			19.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	26	13	964	1282	25
Future Vol, veh/h	3	26	13	964	1282	25
Conflicting Peds, #/hr	0	1	20	0	0	20
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	3	28	14	1048	1393	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1979	731	1440	0	-	0
Stage 1	1427	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	55	369	467	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	362	458	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	174	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.3	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	458	-	218	-	-
HCM Lane V/C Ratio	0.031	-	0.145	-	-
HCM Control Delay (s)	13.1	0.5	24.3	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	14	964	24	54	1255
Future Vol, veh/h	0	14	964	24	54	1255
Conflicting Peds, #/hr	1	0	0	14	14	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	0	15	1048	26	59	1364

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1876	551	0	0	1088	0
Stage 1	1075	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	65	483	-	-	637	-
Stage 1	293	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	39	477	-	-	629	-
Mov Cap-2 Maneuver	39	-	-	-	-	-
Stage 1	289	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	629	-
HCM Lane V/C Ratio	-	-	0.032	0.093	-
HCM Control Delay (s)	-	-	12.8	11.3	2
HCM Lane LOS	-	-	B	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.3	-

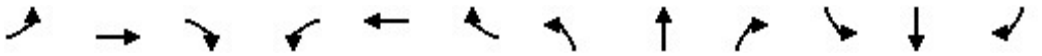
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	29	9	1142	1315	18
Future Vol, veh/h	3	29	9	1142	1315	18
Conflicting Peds, #/hr	0	2	28	0	0	28
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	3	31	10	1215	1399	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2065	739	1446	0	-	0
Stage 1	1437	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	48	364	465	-	-	-
Stage 1	189	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	42	350	448	-	-	-
Mov Cap-2 Maneuver	42	-	-	-	-	-
Stage 1	170	-	-	-	-	-
Stage 2	482	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.8	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	448	-	207	-	-
HCM Lane V/C Ratio	0.021	-	0.164	-	-
HCM Control Delay (s)	13.2	0.4	25.8	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	609	86	102	536	161	101	833	142	201	946	62
Future Volume (veh/h)	70	609	86	102	536	161	101	833	142	201	946	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	0.99		0.94	1.00		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	71	621	88	104	547	164	103	850	145	205	965	63
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	951	134	200	815	243	330	2005	892	343	1478	97
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.56	0.56	0.44	0.44	0.44
Sat Flow, veh/h	732	3097	438	733	2654	791	1781	3554	1581	561	3374	220
Grp Volume(v), veh/h	71	356	353	104	365	346	103	850	145	205	508	520
Grp Sat Flow(s),veh/h/ln	732	1777	1758	733	1777	1668	1781	1777	1581	561	1777	1817
Q Serve(g_s), s	6.6	12.1	12.2	9.3	12.6	12.7	2.0	9.6	3.1	23.1	15.8	15.8
Cycle Q Clear(g_c), s	19.2	12.1	12.2	21.5	12.6	12.7	2.0	9.6	3.1	23.9	15.8	15.8
Prop In Lane	1.00		0.25	1.00		0.47	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	195	546	540	200	546	512	330	2005	892	343	779	796
V/C Ratio(X)	0.36	0.65	0.65	0.52	0.67	0.67	0.31	0.42	0.16	0.60	0.65	0.65
Avail Cap(c_a), veh/h	195	546	540	200	546	512	347	2005	892	343	779	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	21.0	21.0	30.6	21.2	21.2	11.0	8.7	7.3	18.1	15.5	15.5
Incr Delay (d2), s/veh	1.1	2.7	2.8	2.4	3.2	3.5	0.5	0.7	0.4	7.5	4.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.1	5.1	1.8	5.3	5.1	0.7	3.3	1.0	3.4	6.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	23.8	23.9	33.0	24.3	24.7	11.6	9.4	7.7	25.6	19.7	19.6
LnGrp LOS	C	C	C	C	C	C	B	A	A	C	B	B
Approach Vol, veh/h		780			815			1098			1233	
Approach Delay, s/veh		24.4			25.6			9.4			20.6	
Approach LOS		C			C			A			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		44.0		26.0	8.8	35.2		26.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		39.5		21.5	5.0	30.0		21.5				
Max Q Clear Time (g_c+I1), s		11.6		21.2	4.0	25.9		23.5				
Green Ext Time (p_c), s		7.4		0.1	0.0	2.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			19.3									
HCM 6th LOS			B									

Future With Project

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	14	1200	876	12
Future Vol, veh/h	12	17	14	1200	876	12
Conflicting Peds, #/hr	2	4	22	0	0	22
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	13	18	15	1304	952	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1665	509	987	0	-	0
Stage 1	981	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	89	515	696	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	502	681	-	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	458	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.3	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	681	-	154	-	-
HCM Lane V/C Ratio	0.022	-	0.205	-	-
HCM Control Delay (s)	10.4	0.4	34.3	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	39	1178	21	20	873
Future Vol, veh/h	21	39	1178	21	20	873
Conflicting Peds, #/hr	3	2	0	17	22	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	42	1280	23	22	949

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1836	676	0	0	1325	0
Stage 1	1314	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	67	396	-	-	517	-
Stage 1	216	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	59	387	-	-	506	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	211	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	57.1	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	131	506	-
HCM Lane V/C Ratio	-	-	0.498	0.043	-
HCM Control Delay (s)	-	-	57.1	12.4	0.5
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	2.3	0.1	-

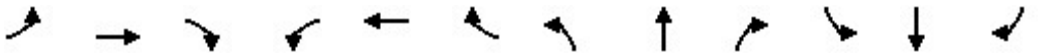
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	15	17	1369	779	9
Future Vol, veh/h	4	15	17	1369	779	9
Conflicting Peds, #/hr	1	2	27	0	0	27
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	16	18	1456	829	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1626	449	866	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	93	557	773	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	76	537	746	-	-	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	406	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	746	-	236	-	-
HCM Lane V/C Ratio	0.024	-	0.086	-	-
HCM Control Delay (s)	9.9	0.6	21.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	553	63	86	867	157	128	1035	119	94	578	199
Future Volume (veh/h)	88	553	63	86	867	157	128	1035	119	94	578	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		0.96	1.00		0.97	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	90	564	64	88	885	160	131	1056	121	96	590	203
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	1256	142	318	1171	212	323	1667	747	227	845	290
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.07	0.47	0.47	0.33	0.33	0.33
Sat Flow, veh/h	539	3202	362	790	2984	539	1781	3554	1592	473	2558	878
Grp Volume(v), veh/h	90	312	316	88	527	518	131	1056	121	96	409	384
Grp Sat Flow(s),veh/h/ln	539	1777	1787	790	1777	1746	1781	1777	1592	473	1777	1659
Q Serve(g_s), s	8.8	8.4	8.5	6.0	16.7	16.7	2.9	14.6	2.8	12.5	13.0	13.1
Cycle Q Clear(g_c), s	25.5	8.4	8.5	14.5	16.7	16.7	2.9	14.6	2.8	18.1	13.0	13.1
Prop In Lane	1.00		0.20	1.00		0.31	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	184	697	701	318	697	685	323	1667	747	227	587	548
V/C Ratio(X)	0.49	0.45	0.45	0.28	0.76	0.76	0.41	0.63	0.16	0.42	0.70	0.70
Avail Cap(c_a), veh/h	184	697	701	318	697	685	336	1667	747	227	587	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	14.6	14.6	19.9	17.1	17.1	13.5	13.0	9.9	23.3	18.9	19.0
Incr Delay (d2), s/veh	2.0	0.5	0.5	0.5	4.7	4.8	0.8	1.8	0.5	5.7	6.7	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	5.7	5.7	1.9	11.3	11.2	2.0	9.3	1.7	3.0	10.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	15.0	15.0	20.4	21.8	21.9	14.4	14.9	10.4	29.0	25.7	26.2
LnGrp LOS	C	B	B	C	C	C	B	B	B	C	C	C
Approach Vol, veh/h		718			1133			1308			889	
Approach Delay, s/veh		17.0			21.7			14.4			26.3	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		35.0		30.0	9.0	26.0		30.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		30.5		25.5	5.0	21.0		25.5				
Max Q Clear Time (g_c+I1), s		16.6		27.5	4.9	20.1		18.7				
Green Ext Time (p_c), s		6.8		0.0	0.0	0.6		3.9				

Intersection Summary												
HCM 6th Ctrl Delay			19.5									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	26	13	975	1296	25
Future Vol, veh/h	3	26	13	975	1296	25
Conflicting Peds, #/hr	1	2	22	0	0	22
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	3	28	14	1060	1409	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2004	742	1458	0	-	0
Stage 1	1445	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	53	363	460	-	-	-
Stage 1	187	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	47	355	450	-	-	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	169	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.9	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	450	-	212	-	-
HCM Lane V/C Ratio	0.031	-	0.149	-	-
HCM Control Delay (s)	13.3	0.5	24.9	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	15	974	24	68	1255
Future Vol, veh/h	11	15	974	24	68	1255
Conflicting Peds, #/hr	2	2	0	19	19	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	12	16	1059	26	74	1364

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1923	564	0	0	1104	0
Stage 1	1091	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	60	474	-	-	628	-
Stage 1	288	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	30	465	-	-	617	-
Mov Cap-2 Maneuver	30	-	-	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	198	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	97.6	0	3.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	65	617	-
HCM Lane V/C Ratio	-	-	0.435	0.12	-
HCM Control Delay (s)	-	-	97.6	11.6	2.6
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	1.7	0.4	-

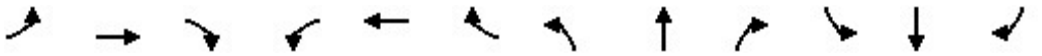
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	29	9	1160	1325	19
Future Vol, veh/h	5	29	9	1160	1325	19
Conflicting Peds, #/hr	0	4	33	0	0	33
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	5	31	10	1234	1410	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2090	752	1463	0	-	0
Stage 1	1453	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.22	-	-	-
Pot Cap-1 Maneuver	46	357	458	-	-	-
Stage 1	185	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	39	340	439	-	-	-
Mov Cap-2 Maneuver	39	-	-	-	-	-
Stage 1	164	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.2	0.6	0
HCM LOS	D		

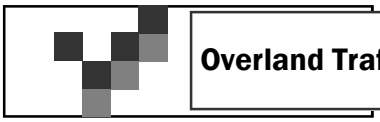
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	439	-	159	-	-
HCM Lane V/C Ratio	0.022	-	0.227	-	-
HCM Control Delay (s)	13.4	0.5	34.2	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	609	86	102	536	168	101	840	142	205	951	63
Future Volume (veh/h)	74	609	86	102	536	168	101	840	142	205	951	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	0.99		0.94	1.00		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	76	621	88	104	547	171	103	857	145	209	970	64
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	907	128	187	768	239	339	2056	915	351	1526	101
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.06	0.58	0.58	0.45	0.45	0.45
Sat Flow, veh/h	727	3096	438	733	2621	815	1781	3554	1582	557	3371	222
Grp Volume(v), veh/h	76	356	353	104	370	348	103	857	145	209	511	523
Grp Sat Flow(s),veh/h/ln	727	1777	1757	733	1777	1659	1781	1777	1582	557	1777	1817
Q Serve(g_s), s	7.3	12.4	12.5	8.0	13.0	13.1	2.0	9.4	3.0	23.3	15.5	15.5
Cycle Q Clear(g_c), s	20.5	12.4	12.5	20.5	13.0	13.1	2.0	9.4	3.0	23.9	15.5	15.5
Prop In Lane	1.00		0.25	1.00		0.49	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	179	520	515	187	520	486	339	2056	915	351	804	822
V/C Ratio(X)	0.42	0.68	0.69	0.56	0.71	0.72	0.30	0.42	0.16	0.60	0.64	0.64
Avail Cap(c_a), veh/h	179	520	515	187	520	486	356	2056	915	351	804	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	21.9	21.9	31.7	22.1	22.1	10.5	8.2	6.8	17.3	14.7	14.7
Incr Delay (d2), s/veh	1.6	3.7	3.8	3.6	4.5	5.0	0.5	0.6	0.4	7.3	3.8	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	9.1	9.1	3.4	9.6	9.3	1.3	5.7	1.7	6.0	10.6	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	25.6	25.7	35.3	26.6	27.1	11.0	8.8	7.2	24.5	18.5	18.5
LnGrp LOS	C	C	C	D	C	C	B	A	A	C	B	B
Approach Vol, veh/h		785			822			1105			1243	
Approach Delay, s/veh		26.3			27.9			8.8			19.5	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		45.0		25.0	8.8	36.2		25.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		40.5		20.5	5.0	31.0		20.5				
Max Q Clear Time (g_c+I1), s		11.4		22.5	4.0	25.9		22.5				
Green Ext Time (p_c), s		7.6		0.0	0.0	3.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			19.6									
HCM 6th LOS			B									



Summary Queueing Data

Overland Traffic Consultants, Inc.

No.	Intersection	Movement	95th Percential Maximum Queue (vehicles)								Maximum Queue (vehicles)							
			Existing		Existing + Project				Queue Change		Future		Future + Project				Queue Change	
			AM Peak Hour Queue	PM Peak Hour	AM Peak Hour	LOS	PM Peak Hour	LOS	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	LOS	PM Peak Hour	LOS	AM Peak Hour	PM Peak Hour
1a	West 31st St (W Leg) & S. Western Avenue	NBL	0.1	0.1	0.1	B	0.1	B	**0.0**	**0.0**	0.1	0.1	0.1	B	0.1	B	**0.0**	**0.0**
		NBT	0.0	0.0	0.0	A	0.0	A	**0.0**	**0.0**	0.0	0.0	0.1	A	0.0	A	**0.1**	**0.0**
		EB	0.5	0.3	0.5	D	0.4	C	**0.0**	**0.1**	0.7	0.5	0.7	D	0.5	C	**0.0**	**0.0**
1b	West 31st St (E Leg) & S. Western Avenue	WB	0.5	0.1	1.8	E	1.2	F	**1.3**	**1.1**	0.6	0.1	2.3	F	1.7	F	**1.7**	**1.6**
		SBL	0.1	0.3	0.1	B	0.4	B	**0.0**	**0.1**	0.1	0.3	0.1	B	0.4	B	**0.0**	**0.1**
		SBT	0.0	0.0	0.0	A	0.0	A	**0.0**	**0.0**	0.0	0.0	0.0	A	0.0	A	**0.0**	**0.0**
2	West 30th Street & S. Western Avenue	NBL	0.1	0.1	0.1	A	0.1	B	**0.0**	**0.0**	0.1	0.1	0.1	A	0.1	B	**0.0**	**0.0**
		NBT	0.0	0.0	0.0	A	0.0	A	**0.0**	**0.0**	0.0	0.0	0.0	A	0.0	A	**0.0**	**0.0**
		EB	0.1	0.4	0.1	B	0.6	D	**0.0**	**0.2**	0.2	0.6	0.3	C	0.8	D	**0.1**	**0.2**
3	Jefferson Boulevard & S. Western Avenue	EBL	1.7	1.4	1.7	C	1.5	C	**0.0**	**0.1**	2.4	1.2	2.6	C	2.4	C	**0.2**	**1.2**
		EBT	5.3	7.3	0.8	B	7.3	C	**-4.5**	**0.0**	5.5	5.1	5.7	B	9.1	C	**0.2**	**4.0**
		EBR	5.3	7.3	0.9	B	7.3	C	**-4.4**	**0.0**	5.6	5.1	5.7	B	9.1	C	**0.1**	**4.0**
		WBL	1.8	2.6	1.4	B	2.6	C	**-0.4**	**0.0**	1.9	1.8	1.9	C	3.4	D	**0.0**	**1.6**
		WBT	10.6	7.4	10.7	C	7.6	C	**0.1**	**0.2**	11.8	5.3	11.3	C	9.6	C	**-0.5**	**4.3**
		LBR	10.5	7.1	10.6	C	7.2	C	**0.1**	**0.1**	11.7	5.1	11.2	C	9.3	C	**-0.5**	**4.2**
		NBL	1.6	1.1	1.6	B	1.1	B	**0.0**	**0.0**	1.7	0.7	2.0	B	1.3	B	**0.3**	**0.6**
		NBT	7.6	4.8	7.6	B	4.9	A	**0.0**	**0.1**	8.0	3.3	9.3	B	5.7	A	**1.3**	**2.4**
		NBR	1.4	1.5	1.4	A	1.5	A	**0.0**	**0.0**	1.5	1.0	1.7	B	1.7	A	**0.2**	**0.7**
		SBL	1.9	4.2	2.1	C	4.4	C	**0.2**	**0.2**	2.3	3.4	3.0	C	6.0	C	**0.7**	**2.6**
		SBT	8.4	9.3	8.5	C	9.4	B	**0.1**	**0.1**	8.9	6.6	10.0	C	10.6	B	**1.1**	**4.0**
		SBR	8.1	9.5	8.2	C	9.6	B	**0.1**	**0.1**	8.6	6.8	9.6	C	10.8	B	**1.0**	**4.0**

Per Synchro Report - # means 95th Percentile volume exceeds capacity, queue may be longer

All Queues at LOS "D" Less than 3 vehicle lengths (appx 60 to 75 feet)
All Queues at LOS "E & F" Less than 2 vehicle lengths (appx 40 to 50 feet)

Overland Traffic Consultants, Inc.

Driveway Volume + Project

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	15	1172	12	0	703
Future Vol, veh/h	0	15	1172	12	0	703
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	1274	13	0	764

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1663	644	0	0	-	-
Stage 1	1281	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	88	416	-	-	0	-
Stage 1	225	-	-	-	0	-
Stage 2	660	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	88	416	-	-	-	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	416	-
HCM Lane V/C Ratio	-	-	0.039	-
HCM Control Delay (s)	-	-	14	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	1006	20	0	1084
Future Vol, veh/h	0	10	1006	20	0	1084
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	1093	22	0	1178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1693	558	0	0	-	-
Stage 1	1104	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	84	473	-	-	0	-
Stage 1	279	-	-	-	0	-
Stage 2	517	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	84	473	-	-	-	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	279	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	473	-
HCM Lane V/C Ratio	-	-	0.023	-
HCM Control Delay (s)	-	-	12.8	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	0	0	100	100	10
Future Vol, veh/h	24	0	0	100	100	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	0	0	109	109	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	224	115	120	0	-	0
Stage 1	115	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	764	937	1468	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	764	937	1468	-	-	-
Mov Cap-2 Maneuver	764	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	916	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1468	-	764	-	-
HCM Lane V/C Ratio	-	-	0.034	-	-
HCM Control Delay (s)	0	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	0	0	100	100	16
Future Vol, veh/h	14	0	0	100	100	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	0	0	109	109	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	227	118	126	0	-	0
Stage 1	118	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	761	934	1460	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	761	934	1460	-	-	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	916	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1460	-	761	-	-
HCM Lane V/C Ratio	-	-	0.02	-	-
HCM Control Delay (s)	0	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	15	1212	12	0	726
Future Vol, veh/h	0	15	1212	12	0	726
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	1317	13	0	789

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1719	665	0	0	-	-
Stage 1	1324	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	81	403	-	-	0	-
Stage 1	213	-	-	-	0	-
Stage 2	650	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	81	403	-	-	-	-
Mov Cap-2 Maneuver	81	-	-	-	-	-
Stage 1	213	-	-	-	-	-
Stage 2	650	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	403	-
HCM Lane V/C Ratio	-	-	0.04	-
HCM Control Delay (s)	-	-	14.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	1040	20	0	1120
Future Vol, veh/h	0	10	1040	20	0	1120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	1130	22	0	1217

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1750	576	0	0	-	-
Stage 1	1141	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	77	460	-	-	0	-
Stage 1	267	-	-	-	0	-
Stage 2	505	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	77	460	-	-	-	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	505	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	460	-
HCM Lane V/C Ratio	-	-	0.024	-
HCM Control Delay (s)	-	-	13	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	0	0	100	100	10
Future Vol, veh/h	24	0	0	100	100	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	26	0	0	109	109	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	224	115	120	0	-	0
Stage 1	115	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	769	943	1468	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	769	943	1468	-	-	-
Mov Cap-2 Maneuver	769	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1468	-	769	-	-
HCM Lane V/C Ratio	-	-	0.034	-	-
HCM Control Delay (s)	0	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	0	0	100	100	16
Future Vol, veh/h	14	0	0	100	100	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	0	0	109	109	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	227	118	126	0	-	0
Stage 1	118	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	761	934	1460	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	761	934	1460	-	-	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	916	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1460	-	761	-	-
HCM Lane V/C Ratio	-	-	0.02	-	-
HCM Control Delay (s)	0	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

APPENDIX I

CITY PLANS, POLICIES, PROGRAMS AND ORDINANCES

OVERVIEW LOS ANGELES CITY PLAN, POLICIES AND PROGRAMS

Mobility Plan 2035 - The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. The Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals contains objectives and policies that guide the City's achievement of the Plan's five goals. Below are the 5 goals for the Mobility Plan 2035.:

1. Design and operate streets that enables safe access for all users and transportation modes. Safety is a key issue when deciding whether to walk, bike, drive, or take transit.
2. Design a connected network of individual roads enhanced for a particular mode (pedestrians, bicycles, transit, vehicles, and trucks).
3. Develop an accessible, convenient, well connected, and affordable transportation system for all users.
4. Improve mobility through communication, collaboration, distribution of mobility information (MaaS) and educate transit users how to gain access to multi-modal transportation information and services.
5. Promote and develop active transportation modes (bicycling and walking) to improve personal fitness while lessening impacts on the environment.

The Plan for A Healthy Los Angeles - Includes policies directing several City departments to develop plans that promote quality-of-life issues: safe neighborhoods, a clean environment, access to health services, affordable housing, healthy and sustainably produced food, and active transportation. The Plan acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others, by reviewing the relevant policies in the General Plan and identifying where further policy direction is needed to achieve the goal of creating a healthy and sustainable City.

Community Plans - The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by

establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific goals and objectives.

Vision Zero Action Plan - The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through several strategies, including modifying the design of streets to increase the safety of vulnerable road users. Fundamental to the Vision Zero strategy is the design of a safe system where vehicles move at reasonable speeds. Vision Zero is a road safety policy that promotes smart behaviors and roadway design that anticipates mistakes such that collisions do not result in severe injury or death. The City of Los Angeles designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero.

Citywide Design Guidelines are intended for development projects where improvements are proposed to promote a pedestrian-first design. Guidelines include promoting a safe, comfortable, and accessible pedestrian experience for all; incorporating vehicular access such that it does not discourage and/ or inhibit the pedestrian experience; design projects to actively engage with streets and public space and maintain human scale addresses sidewalks, crosswalks, and on-street parking design projects.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

Overland Traffic Consultants, Inc.

Mobility Plan 2035		
1.	Does the Project include additions or new construction along a street designated as a Boulevard I, II and/or Avenue I, II or III on property zoned for R3 or less restrictive zone?	Yes, the Project consist of new construction along South Western Avenue, a designated Avenue II roadway, Site Zoning is C2-2D-O-CPIO with a land use designation of Community Commercial. Source: Zimas
2.	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	Yes, 3' dedication and improvement on South Western Avenue and 3' dedication and improvement along eastern boundary N-S alley
3.	Is Project Site along any network identified in the City's Mobility Plan?	Yes, Western Avenue is included on several Mobility Network Maps, as indicated in the Transportation Assessment.
4.	Is Project Site in an identified Transit Oriented Community (TOC)?	Yes, the Project Site is in a TOC Tier 1 (LAMC 12.22 A,31).
5.	Is Project Site on a roadway identified in City's High Injury Network?	Yes, South Western Avenue
Driveway Access		
6.	Does Project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	No, the Project will reduce the number of driveways on Western Avenue from 1 to 3 driveways.
7.	Would the physical modifications or new driveways conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?	No
8..	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?	No
9.	Does Project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension)	No
10.	Does Project propose narrowing or shifting existing sidewalk placement?	No
11.	Does Project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	No
12.	Are loading zones proposed as part of the Project?	Yes, loading will occur in dedicated loading area within the ground floor garage area.

	Network Access	
13.	Does the Project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	No.
14.	Is Project Site adjacent to an alley? If yes, will Project make use of, modify, or restrict alley access?	Yes, the north-south alley along the eastern boundary of the site is currently closed at both ends. The project proposes to use the alley as an access to reduce turns to/from Western Avenue. It is proposed that the current gate be changed to one with controls for drivers to access the alley to the Project site.
15.	Does Project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, does the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?	No, not applicable
16.	Does Project Site include a corner lot? (Avoid driveways too close to intersections)	No, not applicable
17.	Does Project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the buildings?	Yes, the access breezeway can temporarily be used for drop-of and pick-up if necessary.
	Parking Supply and TDM Plans	
18.	Would the Project propose a supply of onsite parking that exceeds the baseline amount required in the LAMC or a Specific Plan?	No, 147 parking spaces are required per LAMC and 62 parking spaces are provided.
19.	Would the Project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?	No
20.	Would the Project provide the minimum on and off-site bicycle parking spaces as required by the Section 12.21A.16 of the LAMC?	Yes
21.	Does the Project comply with City's TDM ordinance Section 12.26.J of the LAMC?	Not currently required.
	Regional Plans	
23.	Does the Project apply one of the City's efficient-based impact thresholds (i.e., VMT per capita, VMT per employee, or VMT per service population)	Yes, The Project applies the VMT per household efficient-based threshold.
24.	Does the Project result in a significant VMT impact?	No
25.	Does the Project align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS?	Yes

Appendix H-2

LADOT Assessment Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

3018-3110 S Western Av
DOT Case No. CEN22-54326

Date: December 30, 2022

To: Brenda Kahinju, Adminjstrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 3018-3110 SOUTH WESTERN AVENUE (PAR-2022-7865-VHCA)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants, Inc., dated November 2022, for the proposed mixed-use project located at 3018-3110 South Western Avenue within the South Los Angeles Community Plan Area, the South Los Angeles Area Planning Commission (APC), and a Transit Oriented Community (TOC) Tier 1. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project site proposes a five-story mixed-use building on a 28,274 square-foot lot which is currently occupied by a parking lot and one-story building to be removed. The development will provide 114 residential dwelling units (100 market rate and 14 very low-income), 2,500 square feet of ground floor commercial and restaurant space, a total of 94 (84 long-term and 10 short-term) bicycle parking spaces, and 62 (19 at-grade and 43 in subterranean level) vehicle parking spaces. The development will be accessed via a two-way right turn only driveway along Western Avenue and through a north-south alley spanning from West 30th Street to an east-west alley north of Jefferson Boulevard. Access to the site is illustrated in **Attachment A**. All passenger loading is expected to occur on site in the parking levels. The project is expected to be completed by 2025.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand

Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the South Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 11.6

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc., the project proposes to incorporate the TDM strategies of reduced parking supply by providing 62 of the Code-required 147 parking spaces and include bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM measures, the proposed project is projected to have no Work VMT and Household VMT per capita of 5.1. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access

enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. Access to the project will be provided along Western Avenue and through a north-south alley spanning from West 30th Street to an east-west alley north of Jefferson Boulevard. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements
   The project would provide parking for 62 vehicles and 94 bicycles onsite. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 3.

2. Highway Dedication and Street Widening Requirements
   Per the Mobility Element of the General Plan, **Western Avenue** an Avenue II, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation
   The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. The project would be accessed via a two-way right turn only driveway along Western Avenue and through a north-south alley spanning from West 30th Street to an east-west alley north of Jefferson Boulevard. The driveways along Western Avenue and the north-south alley would provide Access to ground floor parking and subterranean level parking. All passenger loading is expected to occur on site in the parking levels. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements
   LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all

construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements
The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Alessandro Mercuri of my staff at (213) 972-4913.

Attachments

I:\Letters\2022\CEN22-54326_3018-3110 S Western Av_Mixed-Use.docx

c: Kidada Malloy, Council District 8
Hokchi Chiu, Central District, BOE
Quan Tran, Southern District, DOT
Taimour Tanavoli, Case Management Office, DOT
Liz Fleming, Overland Traffic Consultants, Inc.

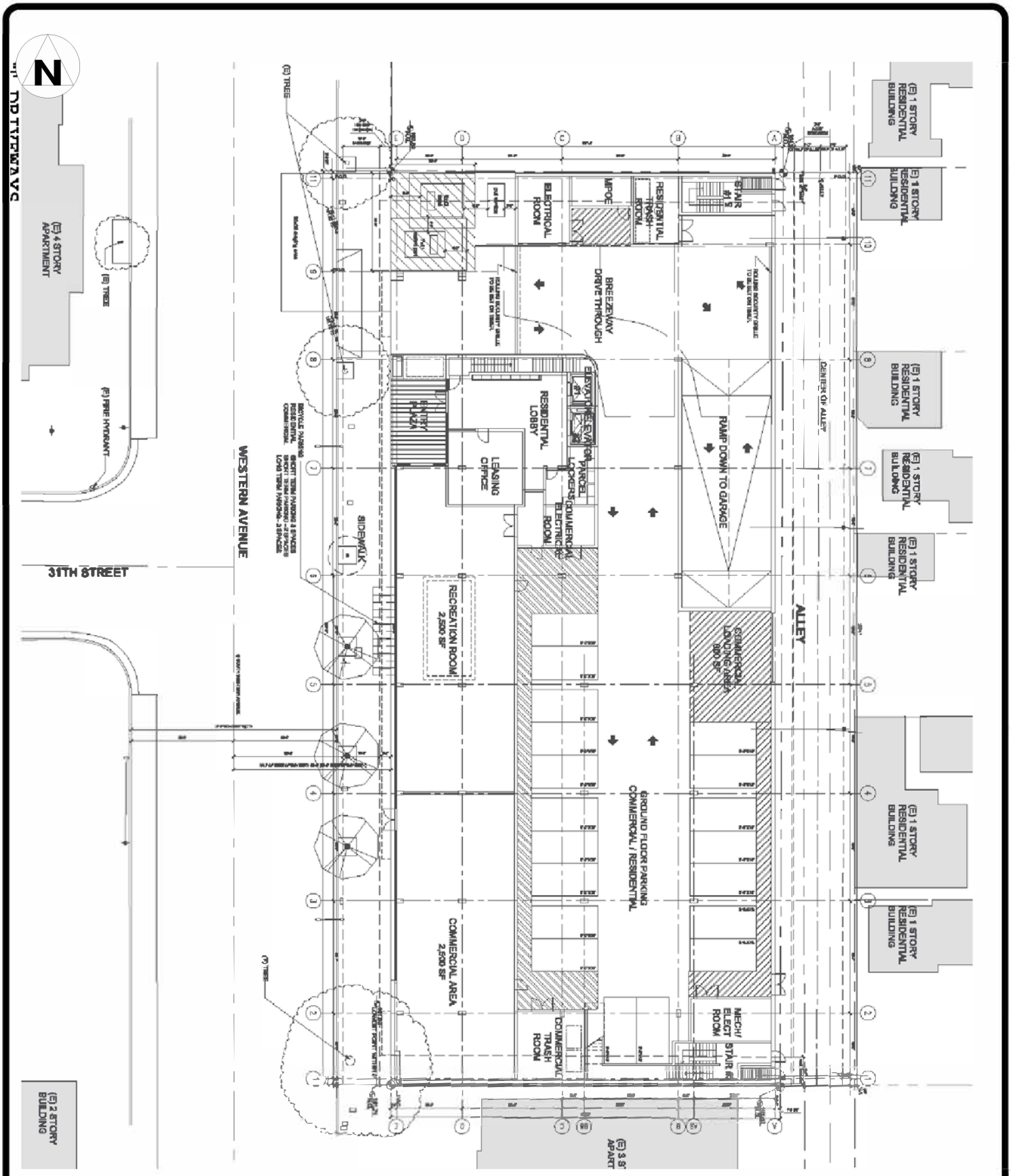


FIGURE 3a

11/2022

GROUND FLOOR SITE PLAN

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

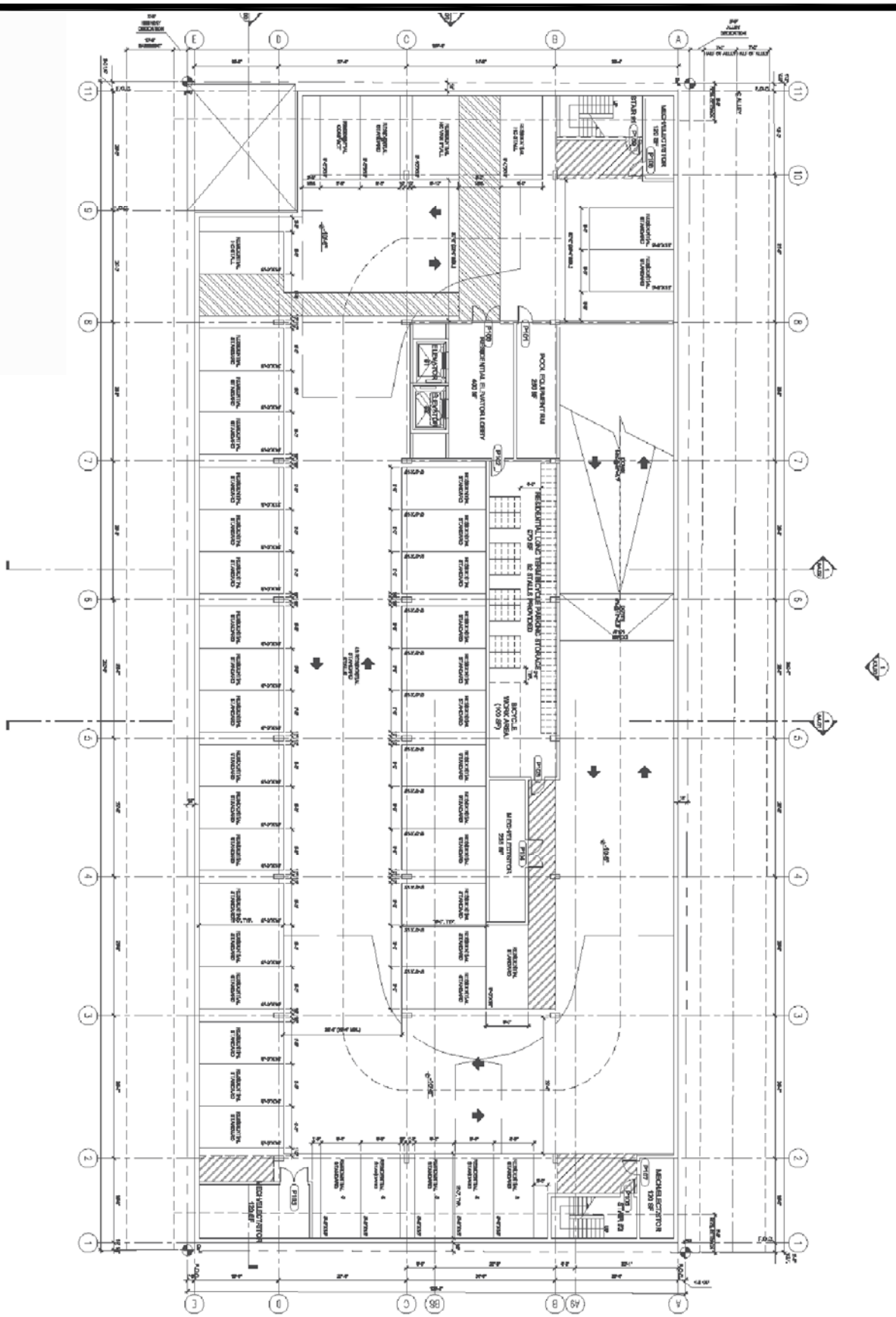


FIGURE 3b

11/2022

SUBTERRANEAN PARKING - P-1 LEVEL

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

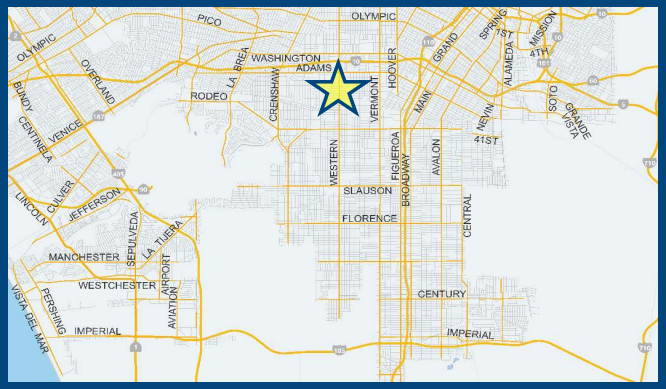
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: www

Address: 3022 S WESTERN AVE, 90018



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	2.5	ksf
Housing | Multi-Family	100	DU
Housing | Affordable Housing - Family	14	DU
Retail | High-Turnover Sit-Down Restaurant	2.5	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	701 Daily Vehicle Trips
0 Daily VMT	4,495 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	701 Net Daily Trips
The net increase in daily VMT ≤ 0	4,495 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.500 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

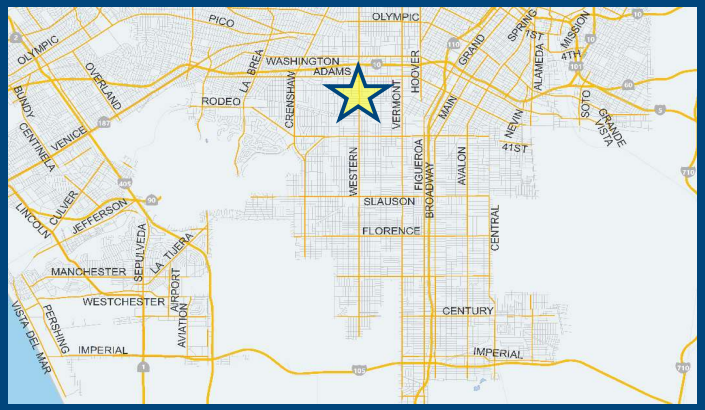
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project:

Scenario:

Address: 3022 S WESTERN AVE, 90018



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	100	DU
Housing | Affordable Housing - Family	14	DU
Retail | High-Turnover Sit-Down Restaurant	2.5	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
147 city code parking provision for the project site
62 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
percent of employees eligible

Price Workplace Parking
6.00 daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation
percent of employees subject to priced parking

Residential Area Parking Permits
200 cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
609 Daily Vehicle Trips	**609** Daily Vehicle Trips
3,909 Daily VMT	**3,909** Daily VMT
5.1 Household VMT per Capita	**5.1** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

9/21/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 21, 2022
Project Name:
Project Scenario:
Project Address: 3022 S WESTERN AVE, 90018

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	100	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	14	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	2.500	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 21, 2022
Project Name:
Project Scenario:
Project Address: 3022 S WESTERN AVE, 90018

Version 1.3

Analysis Results			
Total Employees: 10 Total Population: 269			
Proposed Project		***With Mitigation***	
609	**Daily Vehicle Trips**	**609**	**Daily Vehicle Trips**
3,909	**Daily VMT**	**3,909**	**Daily VMT**
5.1	**Household VMT per Capita**	**5.1**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 11.6	No N/A	Household > 6.0 Work > 11.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	147	147
		Actual parking provision (spaces)	62	62
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 21, 2022
Project Name:
Project Scenario:
Project Address: 3022 S WESTERN AVE, 90018

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE	*urban*	*75%*
TYPE	compact infill	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 21, 2022
Project Name:
Project Scenario:
Project Address: 3022 S WESTERN AVE, 90018

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	101	-22.8%	78	7.8	788	608
Home Based Other Production	281	-32.7%	189	5.1	1,433	964
Non-Home Based Other Production	177	-2.3%	173	6.6	1,168	1,142
Home-Based Work Attraction	15	-40.0%	9	10.8	162	97
Home-Based Other Attraction	240	-26.7%	176	6.2	1,488	1,091
Non-Home Based Other Attraction	78	-2.6%	76	7.8	608	593

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	68	529	-13.0%	68	529
Home Based Other Production	-13.0%	164	838	-13.0%	164	838
Non-Home Based Other Production	-13.0%	150	993	-13.0%	150	993
Home-Based Work Attraction	-13.0%	8	84	-13.0%	8	84
Home-Based Other Attraction	-13.0%	153	949	-13.0%	153	949
Non-Home Based Other Attraction	-13.0%	66	516	-13.0%	66	516

MXD VMT Methodology Per Capita & Per Employee

Total Population: 269
Total Employees: 10
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,367**	**1,367**
Total Home Based Work Attraction VMT	**84**	**84**
Total Home Based VMT Per Capita	**5.1**	**5.1**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Overland Traffic Consultants, Inc.

Table 5
Traffic Conditions Without and With Project

No.	Intersection	Peak Hour	Dir	Existing 2022 Delay (s)	Existing 2022 LOS	Existing+ Project Delay (s)	Existing+ Project LOS	Future (2025) Without Project Delay (s)	Future (2025) Without Project LOS	Future (2025) With Project Delay (s)	Future (2025) With Project LOS
1a	West 31st St (W Leg) &	AM	NBL	10.1	B	10.2	B	10.3	B	10.4	B
	S. Western Avenue		NBT	0.3	A	0.3	A	0.3	A	0.4	A
			EB	25.3	D	26.7	D	31.9	D	34.3	D
		PM	NBL	12.2	B	12.7	B	13.1	B	13.3	B
			NBT	0.4	A	0.4	A	0.5	A	0.5	A
			EB	18.9	C	20.6	C	24.3	C	24.9	C
1b	West 31st St (E Leg)	AM	WB	19.2	C	44.1	E	20.7	C	57.1	F
			SBL	11.6	B	11.9	B	12.1	B	12.4	B
			SBT	0.2	A	0.5	A	0.3	A	0.5	A
		PM	WB	12.3	B	67.1	F	12.8	B	97.6	F
			SBL	10.8	B	11.3	B	11.3	B	11.6	B
			SBT	1.3	A	2.0	A	2.0	A	2.6	A
2	West 30th Street &	AM	NBL	9.6	A	9.7	A	9.8	A	9.9	A
	S. Western Avenue		NBT	0.4	A	0.4	A	0.6	A	0.6	A
			EB	11.4	B	13.8	B	18.5	C	21.7	C
		PM	NBL	12.5	B	12.8	B	13.2	B	13.4	B
			NBT	0.3	A	0.4	A	0.4	A	0.5	A
			EB	20.1	C	27.5	D	25.8	D	34.2	D
3	Jefferson Boulevard &	AM	NB	16.5	B	18.4	B	17.5	B	17.0	B
	S. Western Avenue		SB	22.8	C	22.5	C	26.0	C	21.7	C
			EB	11.9	B	12.0	B	12.2	B	14.4	B
			WB	21.7	C	22.0	C	22.7	C	26.3	C
		PM	NB	20.6	C	20.6	C	24.4	C	26.3	C
			SB	21.5	C	21.5	C	25.6	C	27.9	C
			EB	8.8	A	8.8	A	9.4	A	8.8	A
			WB	19.8	B	19.8	B	20.6	C	19.5	B

s = seconds

Table 6
Traffic Conditions at Project Driveway

No.	Intersection	Peak Hour	Direction	EXISTING + Project 2022 Dealy and Queue Length Delay (s)	LOS	Queue	FUTURE + Project 2025 QUEUE LENGTH Delay (s)	LOS	Queue
A	Western Avenue &	AM	WB	14.0	B	0.1	14.3	B	0.1
	Project Driveway	PM	WB	12.8	B	0.1	13.0	B	0.1
B	Alley &	AM	EB	9.9	A	0.1	9.8	A	0.1
	Project Driveway	PM	EB	9.8	A	0.1	9.8	A	0.1

WB = Westbound, EB = Eastbound
s = seconds
95th precentile Queue - vehcles
The 95th percentile indicates that 95% of the time, the usage is below this amount with the remaining 5% of the time, the usage is above.

Exhibit F – Public Correspondence

Sergio Ibarra <sergio.ibarra@lacity.org>

Case # 2022-8548-DB-CU-SPR-VHCA Project at 3018-3010 S. Western

1 message

andrew haroldandbelles.com <andrew@haroldandbelles.com> Tue, May 2, 2023 at 11:29 AM
To: "sergio.ibarra@lacity.org" <sergio.ibarra@lacity.org>

Mr. Ibarra

Good Morning. My Name is Andrew Alvarado. I am the property owner at 3017 S Hobart Blvd.

I am writing you to express concern about the above project. As this will be happening literally in my back yard, I am concerned about several aspects of this project. Beginning with health concerns about 13,287 cubic yards of dirt that will be removed from the property. My wife is asthmatic and I have severe allergies and I can not imagine this will be in anyway beneficial. I am also concerned with a migration of rodents and other vermin as there has been a consistent food source with the recycling location on the property.

Additionally, My wife and I have our own small business which we run out of our home and the noise of a large construction project will definitely have an impact on day to day operations.

We also happen to enjoy spending time in our back yard. I can't imagine this project will add to the serenity we currently enjoy.

I understand that one person is not going to stop a large project like this, however this project changes our lives and the lives of our neighbors for the next several months. That should be taken into consideration.

Thank You,

Andrew A Alvarado

Director of Operations

Harold and Belle's Creole

2920 W Jefferson Blvd

Los Angeles, CA 90018

(323) 735-9023

Harold & Belle's
CREOLE RESTAURANT
SINCE 1969

Thryeris Mason
President

Julianne Burg
Vice President

Samantha Burg
Secretary

Julie Burg
Treasurer

Joe Vaca
Area 1
Representative

Marco Flores
Area 1
Representative

Vacant
Area 2
Representative

Vacant
Area 2
Representative

Jean Frost
Area 3
Representative

Nicolas Creighton
Area 3
Representative

Cindy Gaete
At Large
Representative

Jon Tieuel
At Large
Representative

Jim Childs
At Large
Representative

Vincent Cisneros
USC Interest
Representative

Vacant
Business Interest
Representative

March 11, 2023

City of Los Angeles Department of City Planning
221 North Figueroa Street,
Los Angeles, CA 90012

Att: Sergio Ibarra (via e mail: Sergio.Ibarra@lacity.org)

RE: CPC-2022-8549-DB-CU-SPR-VHCA, 3022 S. Western, demolition of existing structure and construction of a new 81,190 sq. ft. 5 story mixed use building, 114 dwelling units, 14 VLI

https://planning.lacity.org/pdiscaseinfo/search/encoded/MjYyODc10

Dear Mr. Ibarra,

At the March 2, 2023 Board meeting, NANDC moved to support the conditional use, CPIO waiver and density bonus for the proposed project at 3022 S. Western. NANDC is asking for two additional affordable units the level at the developers discretion in addition to the VLT units already provided. This is a voluntary request to the developer.

The Board is also concerned that there be adequate parking for the commercial uses on the site. The Board praised the design and articulated front façade of the building. The Board also took notice that this project was three bedrooms or less per unit which was a relief from many of the dormitory/co-living like projects that the Board has recently seen. Gary Benjamin of Alchemy Planning made a brief presentation and was present to answer Board questions. The Board voted unanimously (11 ayes, 0 nays, 0 abstentions) to support the project with the additional requests to be considered.

The applicant's representative met with the Policy Committee of the NANDC Board on February 28 and engaged in an extensive discussion. The Policy

PO Box 18769
Los Angeles, CA 90018
board@nandc.org | www.NANDC.org

Committee voted 6 ayes, 0 nays, 0 abstentions that the full Board support the project with the above referenced additional requests.

NANDC is a self-governed, self-directed, and independent organization empowered by the Los Angeles City Charter. This charter offers neighborhood councils a role in the City's decision-making process. NANDC was certified by the City of Los Angeles on April 27, 2002 and was the 24th neighborhood council formed under the guidelines of the City Charter.

Sincerely,

Thryeris Mason, President
Empowerment Congress North Area Development Council (NANDC)
www.NANDC.org

cc: Councilmember Marqueece Harris-Dawson
Isaias Benavides CD8
Ghandy Diaz, CD8
Gary Benjamin, Alchemy Planning

PO Box 18769
Los Angeles, CA 90018
board@nandc.org | www.NANDC.org

VIA ELECTRONIC MAIL

May 31st, 2023

Mr. Alvarado,

Thank you for taking an interest in the project and sharing your concerns. The goal is always to minimize the total duration and inconvenience of a construction period, and ultimately return the adjacent area and especially the alley in this case to the neighborhood in a significantly improved condition.

The grading phase will take approximately 35-45-days. As standard practice during soil excavation, the excavator will maintain a waterline to consistently wet soil for dust control. The property will also be completely fenced with chain link panels equipped with dust screens. Please note that this fencing will remain throughout the duration of construction. All loading and truck staging will be along Western Avenue, away from the alley and residential streets. Daily sweeps and site cleaning, along with pest control, will also alleviate standard construction concerns as you've raised.

Please note that the project will maintain standard hours of construction as regulated by the City. Throughout construction, there will be posted contact information for owner's representatives and field personnel on site at all times, including contact number(s) for any issues.

Thank you for your consideration of the enclosed. If you have any additional questions or concerns, we would be happy to discuss further.

Sincerely,

Geoffrey Olson, applicant representative for:
3022 S. Western (LA) Owner GP, LLC
4700 Wilshire Blvd, Los Angeles, CA 90010

CC:
Sergio Ibarra
City Planner, Los Angeles City Planning
Sergio.ibarra@lacity.org

P: (626) 381-9248
F: (626) 389-5414
E: info@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

May 3, 2023

Sergio Ibarra
City of Los Angeles
200 N. Spring St.
Los Angeles, CA 90012
Em: Sergio.ibarra@lacity.org

RE: 3018-3110 S. Western Ave. Project [ENV-2022-8549-EAF]

Dear Mr. Ibarra,

On behalf of the Southwest Mountain States Regional Council of Carpenters ("**Southwest Mountain States Carpenters**" or "**SWMSRCC**"), my Office is submitting these comments to the City of Los Angeles ("**City**") regarding the 3018-3110 S. Western Ave. project ("**Project**").[1], [2]

The Southwest Mountain States Carpenters is a labor union representing 63,000 union carpenters in 10 states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects.

Individual members of SWMSRCC live, work, and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

The Southwest Mountain States Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearing and proceeding related to this Project. Gov. Code, § 65009, subd. (b); Pub. Res. Code, §

[1] Based on the City's records, the project proposes: "DEMO OF EXISTING STRUCTURE AND CONSTRUCTION AND MAINTENANCE OF A NEW 81,190 SF, 5-STORY MIXED USE BUILDING WITH 114 UNITS." See, https://planning.lacity.org/pdiscaseinfo/search/encoded/MjYyODc10

[2] Based on the City's records, the Project's environmental determination is "on hold" as of 5/2/2023, https://planning.lacity.org/pdiscaseinfo/search/encoded/MjYyODc20. In reality, the City claims a CEQA exemption for consistency with the community plan under CEQA Guidelines section 15162 or 15164.

21177, subd. (a); see *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal.App.4th 1184, 1199-1203; see also *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

The Southwest Mountain States Carpenters incorporates by reference all comments raising issues regarding the environmental assessment for the Project prior to approval of the Project. See *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the project's environmental documentation may assert any issue timely raised by other parties).

Moreover, the Southwest Mountain States Carpenters requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act, Pub. Res. Code, § 21000 *et seq* .("**CEQA"**) and the California Planning and Zoning Law, Gov. Code, §§ 65000–65010 ("**Planning and Zoning Law**"). California Public Resources Code sections 21092.2, and 21167(f) and California Government Code section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

I. THE CITY SHOULD REQUIRE THE USE OF A LOCAL WORKFORCE TO BENEFIT THE COMMUNITY'S ECONOMIC DEVELOPMENT AND ENVIRONMENT

The City should require the Project to be built using a local workers who have graduated from a Joint Labor-Management Apprenticeship Program approved by the State of California, have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, or who are registered apprentices in a state-approved apprenticeship training program.

Community benefits such as local hire can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of

> construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the University of California, Berkeley Center for Labor Research and Education concluded:

> [L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[3]

Furthermore, workforce policies have significant environmental benefits given that they improve an area's jobs-housing balance, decreasing the amount and length of job commutes and the associated greenhouse gas ("**GHG**") emissions. In fact, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program" can result in air pollutant reductions.[4]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would

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[3] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[4] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

> include potential reductions in both vehicle miles traveled and vehicle hours traveled.[5]

Moreover, local hire mandates and skill-training are critical facets of a strategy to reduce vehicle miles traveled ("**VMT**"). As planning experts Robert Cervero and Michael Duncan have noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions given that the skill requirements of available local jobs must match those held by local residents.[6] Some municipalities have even tied local hire and other workforce policies to local development permits to address transportation issues. Cervero and Duncan note that:

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing. The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

Recently, the State of California verified its commitment towards workforce development through the Affordable Housing and High Road Jobs Act of 2022, otherwise known as Assembly Bill No. 2011 ("**AB2011**"). AB2011 amended the Planning and Zoning Law to allow ministerial, by-right approval for projects being built alongside commercial corridors that meet affordability and labor requirements.

The City should consider utilizing local workforce policies and requirements to benefit the local area economically and to mitigate greenhouse gas, improve air quality, and reduce transportation impacts.

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[5] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[6] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

II. THE CITY SHOULD IMPOSE TRAINING REQUIREMENTS FOR THE PROJECT'S CONSTRUCTION ACTIVITIES TO PREVENT COMMUNITY SPREAD OF COVID-19 AND OTHER INFECTIOUS DISEASES

Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[7]

Southwest Mountain States Carpenters recommend that the City adopt additional requirements to mitigate public health risks from the Project's construction activities. SWMSRCC requests that the City require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Southwest Mountain States Carpenters' experience with safe construction site work practices, SWMSRCC recommends that the City require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening

[7] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

area. Please reference the Apex temperature screening site map for additional details.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the

individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[8]

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The City should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Southwest Mountain States Carpenters has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.[9]

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[8] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

[9] For details concerning Southwest Carpenters' ICRA training program, *see* https://icrahealthcare.com/.

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

III. THE CITY MUST PREPARE A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE PROJECT

CEQA is a California statute designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations ("**CEQA Guidelines**") § 15002(a)(1).[10] At its core, "[i]ts purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made." *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564.

To achieve this purpose, CEQA mandates preparation of an Environmental Impact Report ("**EIR**") for projects so that the foreseeable impacts of pursuing the project can be understood and weighed. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80. The EIR requirement "is the heart of CEQA." CEQA Guidelines, § 15003(a).

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is

[10] The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 *et seq*, are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. (Cal. Pub. Res. Code § 21083.) The CEQA Guidelines are given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.

made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

Here, the City contends that no subsequent EIR is necessary pursuant to CEQA Guidelines section 15162 or 15164 because the Project was assessed in the previously certified Southeast Los Angeles Community Plan EIR ("SELACP EIR"). However, section 15162 of the CEQA Guidelines requires a subsequent EIR any time:

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

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

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

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

(b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

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

(d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the

environment, but the project proponents decline to adopt the mitigation measure or alternative.

Given that there have been substantial changes to the Project and Project circumstances, and new information of substantial importance has come out since the certification of the SELACP EIR, a subsequent EIR must be prepared.

A. There Are New Transportation Impact Methodology and Mitigation Requirements, Not Analyzed in the SELACP EIR

In July 2020, Senate Bill ("**SB**") 743 took effect in order to help reduce transportation impacts. Specifically, SB 743 changed the standard for evaluating transportation impacts under CEQA from a Level of Service ("**LOS**") standard to Vehicle Miles Traveled ("**VMT**") standard. Thus, pursuant to CEQA Guidelines, section 15064.3(a), VMT "is the most appropriate measure of transportation impacts".

In addition, to achieve the legislative goals of reducing traffic impacts under SB 743, the Office of Planning and Research ("**OPR**") issued its 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA,[11] which recognizes that areas outside of metropolitan planning areas, especially rural counties, have fewer options for reducing VMT. (OPR Advisory, 15-16.) As such, VMT thresholds may be best determined on a case-by-case basis. (*Ibid.*)

As for non-rural areas, the land use project VMT thresholds recommended by OPR for projects in metropolitan planning organization (MPO) areas are listed below:

• For residential projects, OPR recommends a project threshold of 15 percent below the existing VMT per capita, either measured as a regional VMT per capita or as city VMT per capita. The VMT for the residential metric only includes VMT generated by residents, some of which starts and ends outside the area.

• For office projects, OPR recommends a project threshold of 15 percent below the existing regional VMT per employee. The VMT for the office metric only includes VMT generated by workers employed in the area.

[11] See, https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf

• For retail projects, OPR recommends a project threshold of any net increase in total area VMT. Another VMT per capita threshold option is total VMT per service population (total of residents and employees). (*Ibid.* at 12-14.)

It does not appear the Project meets these thresholds; in any event, the OPR's 2018 thresholds of significance for traffic impacts were not and could not have been part of the prior community plan of 2017 community plan or its EIR.

While the SELACP DEIR provides a cursory analysis of VMT for "informational purposes" only, its findings of less than significant impacts for the whole plan area appears unsupported: while it shows an overall increase of VMT for the plan area, it concludes that VMT will indeed be reduced by 18 percent.[12] (SELACP DEIR, 4:15-31.) Nor is there evidence that the SELACP EIR analyzed the project-specific traffic impacts.

In sum, the SELACP EIR, which was certified in 2017, uses the outdated LOS methodology to analyze traffic and transportation impacts; it also provides a cursory and inconsistent VMT analysis for "informational purposes" only. Draft SELACP EIR ("**DEIR**") at 4.15-24, *et seq.*[13] Thus, a subsequent EIR analyzing the Project-specific VMT is necessary in order to adequately assess the Project's transportation impacts.

B. The SELACP EIR Did Not Contemplate this Type of Project

The SELACP EIR was for a Program and hence was contemplated as a *program* EIR, as evidenced by its project description which, *inter alia,* provided for *subsequent CEQA review* for projects, as here, exceeding the FAR of 1.5:1.[14] As such, there is no evidence the SELACP even considered the Project as it does not reference it at all.[15]

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[12] See, https://planning.lacity.org/EIR/SouthAndSoutheastLA/DEIR/files/4.15%20Transportation%20&%20Traffic.pdf

[13] The DPEIR can be found at https://planning.lacity.org/EIR/SouthAndSoutheastLA/DEIR/South%20LA%20and%20Southeast%20LA%20CPAs.html

[14] See, the SELACP Draft EIR, Project Description Section at https://planning.lacity.org/EIR/SouthAndSoutheastLA/DEIR/files/3.0%20Project%20Description.pdf

[15] See, the 2017 South Los Angeles Community Plan at https://planning.lacity.org/odocument/b909e749-754e-4caa-af7f-14c82adaa2b7/South_Los_Angeles_Community_Plan.pdf

Specifically, the SELACP DEIR provides, in pertinent parts:

> "CPIO Implementation and **Subsequent CEQA Review**.
>
> As discussed above, the South Los Angeles and Southeast Los Angeles CPIOs contain an Administrative Clearance provision, per LAMC Section 13.14 G. 2. This provision allows for projects that conform to all the CPIO development regulations to be eligible for Administrative Clearance. An Administrative Clearance is a ministerial permit and would not be subject to further CEQA review. The EIR analyzes impacts from all reasonably expected development of the Proposed Plans, including development that will be subject to the Administrative Clearance. Feasible mitigation measures identified in this EIR will be imposed on future development approved with an Administrative Clearance, as mitigation measures will be incorporated into the CPIOs as environmental standards. Any project not subject to the Administrative Clearance (such as a project requiring a CPIO adjustment or exception), or a project that requires additional discretionary permits (such as a site plan review or tract map), will be subject to the **environmental standards** required in the CPIO, **as well as subsequent environmental review**." (DEIR, p. 3-42, emph. added.)

The SELACP EIR also provides:

> "To further describe projects that would be subject to either administrative clearance or subsequent review, we provide the following discussion:
>
> • Certain CPIO subareas include upzoning or up-planning of parcels in targeted areas that would allow projects with more intense heights, floor area ratios (FARs) and densities than what is currently permitted per the underlying zone. Projects with an **FAR greater than the current maximum FAR of 1.5:1** but **below the Site Plan Review (SPR) threshold** would be considered by-right and would be cleared administratively if they comply with the CPIO standards. In order to be eligible for an Administrative Clearance, projects must comply with all applicable CPIO development regulations and environmental standards (which will incorporate any mitigation measures identified in this EIR).

> • Development taking advantage of the additional FAR offered through the Proposed Plans in the most intense Active Change Areas (AC-2Ds) will likely be of a scale that triggers the Site Plan Review threshold. Typically, projects that are **utilizing FARs above 1.5:1 would be at least 50 units or 50,000 square feet** (the SPR threshold). In these cases, projects would be subject to **Site Plan Review**, **a discretionary action** that requires **its own individual CEQA clearance**. Site Plan Review cases as well as new by-right projects cleared through the CPIOs will be required to comply with appropriate CPIO development and **environmental standards**. The number of "new" by-right projects that fall below the Site Plan Review threshold but are above the existing 1.5:1 FAR maximum per the underlying zoning is anticipated to be nominal." (SELACP DEIR, 3-46—3-47, emph. added.)

The Project here exceeds 50 units; it is also subject to Site Plan Review. In addition, the City's records indicate that the Applicant has already applied for demolition and building permits, which require several clearances, including but not limited to: zoning injunction, community plan implementation overlay, D condition (height limitation), encroachment on public way, building over 36 ft, fire safety, sewer availability, density bonus, etc. (**Exhibit D** [Permit info as of 5/2/2023.])

In addition, per the City's ZIMAS information, the Project is located in Tier 1 and TOD LOW area, calling for low density and intensity[16]. (**Exhibit E** [ZIMAS report].) Yet, the Project proposes far more intensive land uses than the existing baseline or what was contemplated in the SELACP DEIR.

Therefore, the Project is not by-right as contemplated by the SELACP DEIR and an independent and subsequent project-specific CEQA review for the Project is required.

C. The Project Requires New Feasible Mitigation Measures to Mitigate Greenhouse Gas Impacts

The Project at hand also requires new feasible mitigation measures not specified in the SELACP EIR such as electric vehicle ("**EV**") parking and charging stations and solar system installation. The 2022 Green Building Code ("**GBC**") identifies new

[16] For TOD Low definition, see: https://planning.lacity.org/odocument/0e95b194-a2b7-4da2-8346-720f71f59e35/CPIO.pdf#page=41

requirement for residential buildings, including that they must designate 10% of their parking spaces as EV capable, equip 25% of the parking spaces with low power level 2 EV charging receptacles, and equip 5% of the spaces with level 2 EV supply equipment. GBC 4.106.4.2. Thus, a subsequent EIR must be prepared to identify how many of the Project's slated 62 parking stalls will be EV capable and ready.

Further, the Project must comply with 2022 Energy Efficiency Standards requirements for the installation of photovoltaic and battery system, as required by section 1040.10. The above-noted is new information not known at the time the community plan and its EIR were reviewed and approved and provides feasible mitigation measures to what the City had previously found no feasible mitigation measures existed. See, SELACP DEIR, p. 4.15-34 (for traffic and congestion impacts).

It is also noteworthy that the SELACP DEIR did not perform a project-specific analysis of GHG impacts, but only a "plan-level" one, and therefore contemplates a project-specific GHG analysis to ensure its compliance with the GHG reduction goals. The SELACP DEIR states, in pertinent parts:

> "The Proposed Plans combine sustainable strategies (e.g. proximity to transit, mixed-use, increased density) to respond to state, regional and local policies aimed at reducing GHG emissions. **If development** were to occur elsewhere in a **less sustainable fashion** (BAU), **regional emissions would be greater**. However, for land use plans such as the Proposed Plans, full quantification of BAU is **not possible** because **at this scale** it is **not possible** to anticipate where growth would go and how different it would be as compared to the project in terms of proximity to transit, mix of uses and density. Therefore, a comparison of Proposed Plans emissions in the future to emissions under BAU is not possible.
>
> Based on the **plan-level analysis**, the Proposed Plans would **not increase** emissions in the **immediate plan areas** compared to existing conditions, and therefore, **considered in isolation**, would contribute to reducing emissions in California below existing emissions and would contribute to the AB 32 goal of reducing future emissions to 1990 levels."

(SELACP DEIR, p. 4.7-18, emph. added.)[17]

Thus, a subsequent EIR must also be prepared to specify and incorporate these additional mitigation measures and to study the Project specific GHG impacts.

D. The Project May Have Significant Hazardous Material Impacts Which Were Not Analyzed in the SELACP EIR

Yet another reason why a subsequent EIR must be prepared is because the Project may have significant unanalyzed hazardous material impacts stemming from the Project's demolition of an existing warehouse commercial building and two asphalt parking lots. While the SELACP EIR contemplated mixed use on the Project site, it did not study any specific project to evaluate the current Project's impacts including the possibility of demolishing contaminated materials stemming from the Project site's industrial use.

As an example, an EIR is required to study whether the warehouse was put to any industrial uses suggesting potential soil contamination; whether the structure has lead and asbestos, suggesting significant hazards impacts due to demolition.

Further, the City's own ZIMAS report shows that the Project site is in the methane zone; yet, methane concentration checks and clearance are not included among items to clear in the permit. (See Exhibits D and E.) The City's ZIMAS report also shows that the Project is in the liquefaction area, suggesting that the Project's soils may be unstable to support the Project of that mass and scale. All of the noted conditions, while intact and not harmful to the environment without the Project, may be exacerbated and present hazard impacts to the surrounding environment upon implementation of the Project, including its massive demolition and construction. As noted above, the SELACP EIR was a plan-based analysis and did not address these project-specific conditions.

Similarly and for the same reasons, the Project may present similar impacts during its construction phase. These impacts may affect both the construction workers, as well as a wider scope of sensitive receptors since the potentially contaminated soil and debris will have to be hauled away and disposed of at a location unspecified.

[17] See, SELACP DEIR, GHG section https://planning.lacity.org/EIR/SouthAndSoutheastLA/DEIR/files/4.7%20Greenhouse%20Gas.pdf

Accordingly, for this reason too, a subsequent EIR must be prepared which specifically analyzes the Project's hazardous material impacts both during the operational and construction phases.

E. The Project May Have Significant Land Use Impacts Which Were Not Analyzed in the SELACP EIR

Each California city and county must adopt a comprehensive, long-term general plan governing development. *Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 352, citing Gov. Code §§ 65030, 65300. The general plan sits at the top of the land use planning hierarchy, and serves as a "constitution" or "charter" for all future development. *DeVita v. County of Napa* (1995) 9 Cal.4th 763, 773; *Lesher Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal.3d 531, 540.

General plan consistency is "the linchpin of California's land use and development laws; it is the principle which infused the concept of planned growth with the force of law." *Debottari v. Norco City Council* (1985) 171 Cal.App.3d 1204, 1213. It is well established that development projects may not be approved if they interfere with, or frustrate, the general plan's policies and objectives. See *Napa Citizens*, 91 Cal.App.4th at 378-79; see also *Lesher*, 52 Cal.3d at 544.

Here, as evidenced by the Project's permit information and the omissions in the permit clearances as noted above, the Project seeks numerous departures from the ordinary limits permitted by the General Plan and zoning designations, including a density bonus, open space reduction, floor area ratio increase, height increase, and conditional use permit to allow for a 50% residential increase in density. One of the provisions applicable to the Project siteis the TOD LOW, meaning low density development. The Project area is subject to further General Plan note, stating: "It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment."[18]

Further, per the ZIMAS info (**Exhibit E**), the Project site appears to have been included in the General Plan's Housing Site Inventory and is subject to the housing replacement requirement, whereas it is unclear whether the Project meets its affordable housing share contemplated by the General Plan.

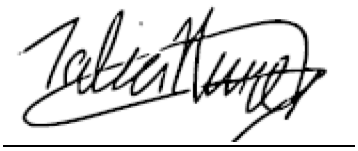
[18] See, http://zimas.lacity.org/footnote.aspx?pin=120B193%20%20%20517

Given that the Project's density bonus and associated incentives and development standard deviations have not yet been approved, there is a colorful argument that the Project is inconsistent with the General Plan and all applicable zoning regulations, necessitating further land use consistency analysis for purposes of CEQA. Separately, the Project inconsistency with the General Plan and its contemplated low density/intensity or affordable housing replacement requirements suggests that the Project is also in violation of the planning and zoning laws, including general plan consistency requirement.

IV. CONCLUSION

In sum, SMSWRCC requests that the City require a local workforce, that the City impose training requirements for the Project's construction activities to prevent community spread of COVID-19 and other infectious diseases, and that the City prepare a subsequent EIR for the Project to be CEQA compliant. If the City has any questions, feel free to contact my office.

Sincerely,



Talia Nimmer
Attorneys for Southwest Mountain
States Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B);

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C);

City of LA Permit & Inspection Report as of 5/2/2023 (Exhibit D); and

ZIMAS Parcel Profile Report (Exhibit E).

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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March 8, 2021

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Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2]

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
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Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Mininum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5295	1,627.5295	0.1185	0.0000	1,630.4925
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6826**	**1,721.6826**	**0.1294**	**0.0000**	**1,724.9187**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5291	1,627.5291	0.1185	0.0000	1,630.4921
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6823**	**1,721.6823**	**0.1294**	**0.0000**	**1,724.9183**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4103	1.4103
2	12-1-2021	2-28-2022	1.3613	1.3613
3	3-1-2022	5-31-2022	1.1985	1.1985
4	6-1-2022	8-31-2022	1.1921	1.1921
5	9-1-2022	11-30-2022	1.1918	1.1918
6	12-1-2022	2-28-2023	1.0774	1.0774
7	3-1-2023	5-31-2023	1.0320	1.0320
8	6-1-2023	8-31-2023	1.0260	1.0260

9	**9-1-2023**	**11-30-2023**	1.0265	1.0265
10	**12-1-2023**	**2-29-2024**	2.8857	2.8857
11	**3-1-2024**	**5-31-2024**	1.6207	1.6207
		Highest	2.8857	2.8857

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	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
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
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	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
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	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1521
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	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
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
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	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
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	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	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
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6554**	**1,418.6554**	**0.1215**	**0.0000**	**1,421.6925**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1115	0.0000	1,345.2287
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6550**	**1,418.6550**	**0.1215**	**0.0000**	**1,421.6921**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4091	1.4091
2	12-1-2021	2-28-2022	1.3329	1.3329
3	3-1-2022	5-31-2022	1.1499	1.1499
4	6-1-2022	8-31-2022	1.1457	1.1457
5	9-1-2022	11-30-2022	1.1415	1.1415
6	12-1-2022	2-28-2023	1.0278	1.0278
7	3-1-2023	5-31-2023	0.9868	0.9868
8	6-1-2023	8-31-2023	0.9831	0.9831

9	**9-1-2023**	**11-30-2023**	0.9798	0.9798
10	**12-1-2023**	**2-29-2024**	2.8757	2.8757
11	**3-1-2024**	**5-31-2024**	1.6188	1.6188
		Highest	2.8757	2.8757

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0956
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0955
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
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	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
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	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
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	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
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	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment C

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

1640 5th St.., Suite 204 Santa
Santa Monica, California 90401
Tel: (949) 887-9013
Email: mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

Los Angeles Department of Building and Safety

Certificate Information: 3022 S WESTERN AVE 90018

Application / Permit
22010-10000-04597

Plan Check / Job No.
B22LA18437

Group
Building

Type
Bldg-New

Sub-Type
Commercial

Primary Use
()

Work Description
**** HSAP TO CHECK FOR ZONING REQUIREMENTS ONLY - (SB330) **** NEW 5 STORY 114 UNITS (12% VLI = 14 VLI UNITS) MIXED USE AFFORDABLE HOUSING APARTMENT TO INCLUDE 4 STORY TYPE VA APARTMENT OVER 1 STORY TYPE IA PARKING/RETAIL OVER 1 LEVEL SUBTERRANEAN PARKING, 12.22.A.25 WITH ADDITIONAL INCENTIVE

Permit Issued
No

Current Status
PC Approved on 11/1/2022

Permit Application Status History

Submitted	9/15/2022	APPLICANT
Assigned to Plan Check Engineer	9/29/2022	VU NGUYEN
Corrections Issued	10/6/2022	VU NGUYEN
Reviewed by Supervisor	10/11/2022	EUGENE BARBEAU

Permit Application Clearance Information

"D" conditions	Not Cleared	10/6/2022	City Planning Department
Address approval	Not Cleared	10/6/2022	Bureau of Engineering
Bicycle Parking	Not Cleared	10/6/2022	Bureau of Engineering
Building over 36-ft	Not Cleared	10/6/2022	Cal Occ. Safety and Health Administration
CPC	Not Cleared	10/6/2022	City Planning Department
Community Plan Implem. Overlay	Not Cleared	10/6/2022	Bureau of Engineering
Community Plan Implem. Overlay	Not Cleared	10/6/2022	Bureau of Street Services
Community Plan Implem. Overlay	Not Cleared	10/6/2022	City Planning Department
Community Plan Implem. Overlay	Not Cleared	10/6/2022	Department of Transportation
DAS Clearance	Not Cleared	10/6/2022	Department of Building and Safety
Density Bonus	Not Cleared	10/6/2022	Los Angeles Housing Department
Eng Process Fee Ord 176,300	Not Cleared	10/6/2022	Bureau of Engineering
Fire Marshal Fire Life Safety	Not Cleared	10/6/2022	Los Angeles Fire Department
Frnt yard landscape/Water mgmt	Not Cleared	10/6/2022	City Planning Department
Green Code	Not Cleared	10/6/2022	Department of Building and Safety
Highway dedication	Not Cleared	10/6/2022	Bureau of Engineering
Hydrant and Access approval	Not Cleared	10/6/2022	Los Angeles Fire Department
Low Impact Development	Not Cleared	10/6/2022	Bureau of Sanitation
Miscellaneous	Not Cleared	10/6/2022	City Planning Department
Opn space landscape/Water mgmt	Not Cleared	10/6/2022	City Planning Department
Permit	Not Cleared	10/6/2022	Bureau of Engineering
Roof/Waste drainage to street	Not Cleared	10/6/2022	Bureau of Engineering
Sewer availability	Not Cleared	10/6/2022	Bureau of Engineering

Site Plan review	Not Cleared	10/6/2022	City Planning Department
Bicycle Parking	Not Cleared	11/1/2022	Bureau of Engineering
Encroachment in public way	Not Cleared	11/1/2022	Bureau of Engineering
Community Plan Implem. Overlay	Cleared	12/30/2022	TINA MIRANDA

Contact Information

No Data Available.

Inspector Information

No Data Available.

Pending Inspections

No Data Available.

Inspection Request History

No Data Available.

Los Angeles Department of Building and Safety

Certificate Information: 3022 S WESTERN AVE 90018

Application / Permit
23019-10000-01466

Plan Check / Job No.
B23LA06244

Group
Building

Type
Bldg-Demolition

Sub-Type
Commercial

Primary Use
(16) Retail

Work Description
Eplan Demolish existing one-story commercial building, and two existing asphalt parking lots.

Permit Issued
No

Current Status
Corrections Issued on 4/6/2023

Permit Application Status History

Submitted	4/5/2023	APPLICANT
Assigned to Plan Check Engineer	4/6/2023	LUISANGEL VALENZUELA
Corrections Issued	4/6/2023	LUISANGEL VALENZUELA

Permit Application Clearance Information

Community Plan Implem. Overlay	Not Cleared	4/9/2023	City Planning Department
DPI Written Notices	Not Cleared	4/9/2023	Department of Building and Safety
Demolition Pre-Inspection	Not Cleared	4/9/2023	Department of Building and Safety
ZI	Not Cleared	4/9/2023	City Planning Department

Contact Information

No Data Available.

Inspector Information

No Data Available.

Pending Inspections

No Data Available.

Inspection Request History

No Data Available.

City of Los Angeles
Department of City Planning

5/2/2023
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
3018 S WESTERN AVE

ZIP CODES
90018

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2022-8548-DB-CU-SPR-VHCA
CPC-2022-5432-ZC-CPIOA
CPC-2010-2278-GPA
CPC-2008-1552-CPU
CPC-2007-3827-ICO
CPC-2004-2391-ICO
CPC-1996-399-CPR
CPC-1990-346-CA
CPC-1986-603-GPC
CPC-1986-447-GPC
CPC-1983-506
CPC-12641
ORD-185927
ORD-185926-SA2041
ORD-180103
ORD-176589
ORD-173809-SA960
ORD-171682
ORD-171681
ORD-167121-SA1228
ORD-162128
ORD-121727
ENV-2022-8549-EAF
ENV-2010-2279-CE
ENV-2008-1781-EIR
ENV-2004-2409-CE-ICO
AFF-53456
AF-91-1578890-LT

Address/Legal Information	
PIN Number	120B193 517
Lot/Parcel Area (Calculated)	4,543.3 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID H7
Assessor Parcel No. (APN)	5053008004
Tract	CHA'S VICTOR HALL TRACT
Map Reference	M R 26-65
Block	22
Lot	FR 4
Arb (Lot Cut Reference)	1
Map Sheet	120B193
Jurisdictional Information	
Community Plan Area	South Los Angeles
Area Planning Commission	South Los Angeles
Neighborhood Council	Empowerment Congress North Area
Council District	CD 8 - Marqueece Harris-Dawson
Census Tract #	2221.00
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	C2-2D-O-CPIO
Zoning Information (ZI)	ZI-1231 Specific Plan: South Los Angeles Alcohol Sales
	ZI-2484 Community Plan Implementation Overlay: South Los Angeles
	ZI-2452 Transit Priority Area in the City of Los Angeles
	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-2512 Housing Element Inventory of Sites
	ZI-2374 State Enterprise Zone: Los Angeles
General Plan Land Use	Community Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	SOUTH LOS ANGELES ALCOHOL SALES
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	South Los Angeles
Subarea	TOD Low
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas	Yes
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Low
Transit Oriented Communities (TOC)	Tier 1
ED 1 Eligibility	Eligible Site
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5053008004
APN Area (Co. Public Works)*	0.415 (ac)
Use Code	3300 - Industrial - Warehousing, Distribution, Storage - Warehousing, Distribution, Under 10,000 SF - One Story
Assessed Land Val.	$1,731,890
Assessed Improvement Val.	$466,507
Last Owner Change	05/20/2022
Last Sale Amount	$5,650,056
Tax Rate Area	312
Deed Ref No. (City Clerk)	833083
	548705,06
	5-553
	35647
	1311625
	1147248
Building 1	
Year Built	1990
Building Class	C5
Number of Units	1
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	9,000.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 5053008004]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Santa Monica Mountains Zone	No
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No

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Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	2.8632912
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 5053008004]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	Yes
SB 166 Units	0.09 Units, Lower
Housing Use within Prior 5 Years	Yes
Public Safety	
Police Information	
Bureau	South
Division / Station	Southwest
Reporting District	337
Fire Information	
Bureau	Central

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Battallion	11
District / Fire Station	26
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2022-8548-DB-CU-SPR-VHCA
Required Action(s):	DB-DENSITY BONUS
	CU-CONDITIONAL USE
	SPR-SITE PLAN REVIEW
	VHCA-VESTING HOUSING CRISIS ACT
Project Descriptions(s):	DB, PURSUANT TO THE PROVISIONS OF SECTION 12.22 A.25 OF THE LAMC, TO ALLOW THE DEMO OF AN EXISTING STRUCTURE AND CONSTRUCTION AND MAINTENANCE OF A NEW 81,190 SF, 5-STORY MIXED USE BUILDING WITH 114 UNITS (14 VLI) REQUESTING INCREASE OF FAR TO PERMIT 2.81 IN LIEU OF 1.5, HEIGHT INCREASE TO 64'6" IN LIEU OF 45', 46% OPEN SPACE REDUCTION TO 6,310 SF IN LIEU OF 11,675, 52% OF GROUND FLOOR OF THE PRIMARY FRONTAGE UTILIZED FOR ACTIVE FLOOR AREA IN LIEU OF 75%, VEHICULAR ACCESS PROVIDED FROM THE PRIMARY FRONTAGE; CU, PURSUANT TO THE PROVISIONS OF SECTION 12.24 U.26 OF THE LAMC, TO ALLOW DENSITY BONUS GREATER THAN 35%; SPP, PURSUANT TO THE PROVISIONS OF SECTION 16.05 FOR THE SITE PLAN REVIEW OF MORE THAN 50 UNITS.
Case Number:	CPC-2022-5432-ZC-CPIOA
Required Action(s):	ZC-ZONE CHANGE
	CPIOA-COMMUNITY PLAN IMPLEMENTATION OVERLAY ADJUSTMENT
Project Descriptions(s):	AMENDMENT TO THE SOUTH LOS ANGELES COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO)
Case Number:	CPC-2010-2278-GPA
Required Action(s):	GPA-GENERAL PLAN AMENDMENT
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
Case Number:	CPC-2008-1552-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	CPC-2007-3827-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	ESTABLISHMENT OF AN ICO TO TEMPORARILY PROHIBIT THE ISSUANCE OF ALL PERMITS RELATED TO THE ESTABLISHMENT OF NEW FAST-FOOD RESTAURANTS LOCATED IN WHOLE OR IN PART WITHIN THE PROPOSED ICO BOUNDARY.
Case Number:	CPC-2004-2391-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES
Case Number:	CPC-1996-399-CPR
Required Action(s):	CPR-COMMUNITY PLAN REVISION
Project Descriptions(s):	Data Not Available
Case Number:	CPC-1990-346-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AMENDMENT TO THE L.A.M.C. TO - DRAFT AN ORDINANCE TO PROHIBIT THE GRANTING OF A CONDITIONAL USE PERMIT FOR THE OFF-SITE SALE OF ALCOHOLIC BEVERAGES (LOURDES GREEN/KAREN HOO)\
Case Number:	CPC-1986-603-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	GENERAL PLAN/ZONING CONSISTENCY PROGRAM
Case Number:	CPC-1986-447-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	PLAN AND ZONE CONSISTENCY - SOUTH CENTRAL LOS ANGELES (HERB GLASCOW)
Case Number:	CPC-1983-506
Required Action(s):	Data Not Available
Project Descriptions(s):	SPECIFIC PLN ORD FOR INTERIM CONDITIONAL USE APPRVL FOR ESTABLISHMENTS FOR THE SALE OF ALCOHOL WHICH ARE GENERALLY LOCATED INTHE SOUTH CENTRAL AREA OF THE CITY
Case Number:	ENV-2022-8549-EAF
Required Action(s):	EAF-ENVIRONMENTAL ASSESSMENT

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Project Descriptions(s):	DB, PURSUANT TO THE PROVISIONS OF SECTION 12.22 A.25 OF THE LAMC, TO ALLOW THE DEMO OF AN EXISTING STRUCTURE AND CONSTRUCTION AND MAINTENANCE OF A NEW 81,190 SF, 5-STORY MIXED USE BUILDING WITH 114 UNITS (14 VLI) REQUESTING INCREASE OF FAR TO PERMIT 2.81 IN LIEU OF 1.5, HEIGHT INCREASE TO 64'6" IN LIEU OF 45', 46% OPEN SPACE REDUCTION TO 6,310 SF IN LIEU OF 11,675, 52% OF GROUND FLOOR OF THE PRIMARY FRONTAGE UTILIZED FOR ACTIVE FLOOR AREA IN LIEU OF 75%, VEHICULAR ACCESS PROVIDED FROM THE PRIMARY FRONTAGE; CU, PURSUANT TO THE PROVISIONS OF SECTION 12.24 U.26 OF THE LAMC, TO ALLOW DENSITY BONUS GREATER THAN 35%; SPP, PURSUANT TO THE PROVISIONS OF SECTION 16.05 FOR THE SITE PLAN REVIEW OF MORE THAN 50 UNITS.
Case Number:	ENV-2010-2279-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
Case Number:	ENV-2008-1781-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	ENV-2004-2409-CE-ICO
Required Action(s):	CE-CATEGORICAL EXEMPTION ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES

DATA NOT AVAILABLE

CPC-12641
ORD-185927
ORD-185926-SA2041
ORD-180103
ORD-176589
ORD-173809-SA960
ORD-171682
ORD-171681
ORD-167121-SA1228
ORD-162128
ORD-121727
AFF-53456
AF-91-1578890-LT

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ZIMAS PUBLIC

Generalized Zoning

05/02/2023

City of Los Angeles
Department of City Planning

Address: 3018 S WESTERN AVE
APN: 5053008004
PIN #: 120B193 517

Tract: CHA'S VICTOR HALL TRACT
Block: 22
Lot: FR 4
Arb: 1

Zoning: C2-2D-O-CPIO
General Plan: Community Commercial

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Commission Permit Area
- Dual Permit Jurisdiction Area
- Single Permit Jurisdiction Area
- Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Building Outlines 2014
- Building Outlines 2008
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Tract Map
- Parcel Map
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Wells

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that "compliance" means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission's ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

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F: (626) 389-5414
E: info@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

June 30, 2023

Planning Commission
City of Los Angeles
200 N. Spring St.
Los Angeles, CA 90012
Em: Sergio.ibarra@lacity.org; cpc@lacity.org

RE: 3018-3110 S. Western Ave. Project [ENV-2022-8549-EAF]

Dear Honorable Commissioners,

On behalf of the Southwest Mountain States Regional Council of Carpenters ("**Southwest Mountain States Carpenters**" or "**SWMSRCC**"), my Office is submitting these comments to the City of Los Angeles ("**City**") regarding the 3018-3110 S. Western Ave. project ("**Project**").

The Project proposes to demolish an existing commercial structure and to construct a 5-story 114 unit mixed-use housing development with 14 units designated for very low income households. The Project will also include one level of below grade parking for a total of 58 residential parking spaces and 4 commercial spaces and will export approximately 13,287 cubic yards of dirt.

The Southwest Mountain States Carpenters is a labor union representing 63,000 union carpenters in 10 states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects. Individual members of SWMSRCC live, work, and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

The Southwest Mountain States Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearing and proceeding related to this Project. Gov. Code, § 65009, subd. (b); Pub. Res. Code, § 21177, subd. (a); see *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124

Cal.App.4th 1184, 1199-1203; see also *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

The Southwest Mountain States Carpenters incorporates by reference all comments raising issues regarding the environmental assessment for the Project prior to approval of the Project. See *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the project's environmental documentation may assert any issue timely raised by other parties).

I. THE CITY SHOULD REQUIRE THE USE OF A LOCAL WORKFORCE TO BENEFIT THE COMMUNITY'S ECONOMIC DEVELOPMENT AND ENVIRONMENT

The City should require the Project to be built using a local workers who have graduated from a Joint Labor-Management Apprenticeship Program approved by the State of California, have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, or who are registered apprentices in a state-approved apprenticeship training program.

Community benefits such as local hire can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the University of California, Berkeley Center for Labor Research and Education concluded:

> [L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Furthermore, workforce policies have significant environmental benefits given that they improve an area's jobs-housing balance, decreasing the amount and length of job commutes and the associated greenhouse gas ("**GHG**") emissions. In fact, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program" can result in air pollutant reductions.[2]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[3]

Moreover, local hire mandates and skill-training are critical facets of a strategy to reduce vehicle miles traveled ("**VMT**"). As planning experts Robert Cervero and Michael Duncan have noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions given that the skill requirements of available local jobs must match those held by local residents.[4] Some municipalities have even tied local hire and

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[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

[3] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[4] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association

other workforce policies to local development permits to address transportation issues. Cervero and Duncan note that:

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing. The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

Recently, the State of California verified its commitment towards workforce development through the Affordable Housing and High Road Jobs Act of 2022, otherwise known as Assembly Bill No. 2011 ("**AB2011**"). AB2011 amended the Planning and Zoning Law to allow ministerial, by-right approval for projects being built alongside commercial corridors that meet affordability and labor requirements.

The City should consider utilizing local workforce policies and requirements to benefit the local area economically and to mitigate greenhouse gas, improve air quality, and reduce transportation impacts.

II. THE CITY SHOULD IMPOSE TRAINING REQUIREMENTS FOR THE PROJECT'S CONSTRUCTION ACTIVITIES TO PREVENT COMMUNITY SPREAD OF COVID-19 AND OTHER INFECTIOUS DISEASES

Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[5]

72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

[5] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

Southwest Mountain States Carpenters recommend that the City adopt additional requirements to mitigate public health risks from the Project's construction activities. SWMSRCC requests that the City require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Southwest Mountain States Carpenters' experience with safe construction site work practices, SWMSRCC recommends that the City require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.

- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches)

> communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[6]

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The City should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Southwest Mountain States Carpenters has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.[7]

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

III. THE CITY MUST PREPARE A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE PROJECT

CEQA is a California statute designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of

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[6] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

[7] For details concerning Southwest Carpenters' ICRA training program, *see* https://icrahealthcare.com/.

Regulations ("**CEQA Guidelines**") § 15002(a)(1).[8] At its core, "[i]ts purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made." *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564.

To achieve this purpose, CEQA mandates preparation of an Environmental Impact Report ("**EIR**") for projects so that the foreseeable impacts of pursuing the project can be understood and weighed. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80. The EIR requirement "is the heart of CEQA." CEQA Guidelines, § 15003(a).

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

Here, the City contends that no subsequent EIR is necessary pursuant to CEQA Guidelines section 15162 or 15164 because the Project was assessed in the previously certified Southeast Los Angeles Community Plan EIR ("SELACP EIR"). However, section 15162 of the CEQA Guidelines requires a subsequent EIR any time:

> (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant

[8] The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 *et seq*, are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. (Cal. Pub. Res. Code § 21083.) The CEQA Guidelines are given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.

environmental effects or a substantial increase in the severity of previously identified significant effects;

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

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

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

(b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

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

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

Given that there have been substantial changes to the Project and Project circumstances, and new information of substantial importance has come out since the certification of the SELACP EIR, a subsequent EIR must be prepared.

A. <u>There Are New Transportation Impact Methodology and Mitigation Requirements, Not Analyzed in the SELACP EIR</u>

In July 2020, Senate Bill ("**SB**") 743 took effect in order to help reduce transportation impacts. Specifically, SB 743 changed the standard for evaluating transportation

impacts under CEQA from a Level of Service ("**LOS**") standard to Vehicle Miles Traveled ("**VMT**") standard. Thus, pursuant to CEQA Guidelines, section 15064.3(a), VMT "is the most appropriate measure of transportation impacts".

In addition, to achieve the legislative goals of reducing traffic impacts under SB 743, the Office of Planning and Research ("**OPR**") issued its 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA,[9] which recognizes that areas outside of metropolitan planning areas, especially rural counties, have fewer options for reducing VMT. (OPR Advisory, 15-16.) As such, VMT thresholds may be best determined on a case-by-case basis. (*Ibid.*)

As for non-rural areas, the land use project VMT thresholds recommended by OPR for projects in metropolitan planning organization (MPO) areas are listed below:

- For residential projects, OPR recommends a project threshold of 15 percent below the existing VMT per capita, either measured as a regional VMT per capita or as city VMT per capita. The VMT for the residential metric only includes VMT generated by residents, some of which starts and ends outside the area.

- For office projects, OPR recommends a project threshold of 15 percent below the existing regional VMT per employee. The VMT for the office metric only includes VMT generated by workers employed in the area.

- For retail projects, OPR recommends a project threshold of any net increase in total area VMT. Another VMT per capita threshold option is total VMT per service population (total of residents and employees). (*Ibid.* at 12-14.)

It does not appear the Project meets these thresholds; in any event, the OPR's 2018 thresholds of significance for traffic impacts were not and could not have been part of the prior community plan of 2017 community plan or its EIR.

While the SELACP DEIR provides a cursory analysis of VMT for "informational purposes" only, its findings of less than significant impacts for the whole plan area appears unsupported: while it shows an overall increase of VMT for the plan area, it concludes that VMT will indeed be reduced by 18 percent.[10] (SELACP DEIR, 4:15-

[9] See, https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf
[10] See, https://planning.lacity.org/EIR/SouthAndSoutheastLA/DEIR/files/4.15%20Transportation%20&%20Traffic.pdf

31.) Nor is there evidence that the SELACP EIR analyzed the project-specific traffic impacts.

In sum, the SELACP EIR, which was certified in 2017, uses the outdated LOS methodology to analyze traffic and transportation impacts; it also provides a cursory and inconsistent VMT analysis for "informational purposes" only. Draft SELACP EIR ("**DEIR**") at 4.15-24, *et seq.*[11] Thus, a subsequent EIR analyzing the Project-specific VMT is necessary in order to adequately assess the Project's transportation impacts.

B. The SELACP EIR Did Not Contemplate this Type of Project

The SELACP EIR was for a Program and hence was contemplated as a *program* EIR, as evidenced by its project description which, *inter alia,* provided for *subsequent CEQA review* for projects, as here, exceeding the FAR of 1.5:1.[12] As such, there is no evidence the SELACP even considered the Project as it does not reference it at all.[13]

Specifically, the SELACP DEIR provides, in pertinent parts:

> "CPIO Implementation and **Subsequent CEQA Review**.
>
> As discussed above, the South Los Angeles and Southeast Los Angeles CPIOs contain an Administrative Clearance provision, per LAMC Section 13.14 G. 2. This provision allows for projects that conform to all the CPIO development regulations to be eligible for Administrative Clearance. An Administrative Clearance is a ministerial permit and would not be subject to further CEQA review. The EIR analyzes impacts from all reasonably expected development of the Proposed Plans, including development that will be subject to the Administrative Clearance. Feasible mitigation measures identified in this EIR will be imposed on future development approved with an Administrative Clearance, as mitigation

[11] The DPEIR can be found at https://planning.lacity.org/EIR/SouthAndSoutheastLA/DEIR/South%20LA%20and%20Southeast%20LA%20CPAs.html
[12] See, the SELACP Draft EIR, Project Description Section at https://planning.lacity.org/EIR/SouthAndSoutheastLA/DEIR/files/3.0%20Project%20Description.pdf
[13] See, the 2017 South Los Angeles Community Plan at https://planning.lacity.org/odocument/b909e749-754e-4caa-af7f-14c82adaa2b7/South_Los_Angeles_Community_Plan.pdf

> measures will be incorporated into the CPIOs as environmental standards. Any project not subject to the Administrative Clearance (such as a project requiring a CPIO adjustment or exception), or a project that requires additional discretionary permits (such as a site plan review or tract map), will be subject to the **environmental standards** required in the CPIO, **as well as subsequent environmental review**." (DEIR, p. 3-42, emph. added.)

The SELACP EIR also provides:

> "To further describe projects that would be subject to either administrative clearance or subsequent review, we provide the following discussion:
>
> • Certain CPIO subareas include upzoning or up-planning of parcels in targeted areas that would allow projects with more intense heights, floor area ratios (FARs) and densities than what is currently permitted per the underlying zone. Projects with an **FAR greater than the current maximum FAR of 1.5:1** but **below the Site Plan Review (SPR) threshold** would be considered by-right and would be cleared administratively if they comply with the CPIO standards. In order to be eligible for an Administrative Clearance, projects must comply with all applicable CPIO development regulations and environmental standards (which will incorporate any mitigation measures identified in this EIR).
>
> • Development taking advantage of the additional FAR offered through the Proposed Plans in the most intense Active Change Areas (AC-2Ds) will likely be of a scale that triggers the Site Plan Review threshold. Typically, projects that are **utilizing FARs above 1.5:1 would be at least 50 units or 50,000 square feet** (the SPR threshold). In these cases, projects would be subject to **Site Plan Review**, **a discretionary action** that requires **its own individual CEQA clearance**. Site Plan Review cases as well as new by-right projects cleared through the CPIOs will be required to comply with appropriate CPIO development and **environmental standards**. The number of "new" by-right projects that fall below the Site Plan Review threshold but are above the existing 1.5:1

> FAR maximum per the underlying zoning is anticipated to be nominal." (SELACP DEIR, 3-46—3-47, emph. added.)

The Project here exceeds 50 units; it is also subject to Site Plan Review. In addition, the City's records indicate that the Applicant has already applied for demolition and building permits, which require several clearances, including but not limited to: zoning injunction, community plan implementation overlay, D condition (height limitation), encroachment on public way, building over 36 ft, fire safety, sewer availability, density bonus, etc. (**Exhibit D** [Permit info as of 5/2/2023.])

In addition, per the City's ZIMAS information, the Project is located in Tier 1 and TOD LOW area, calling for low density and intensity[14]. (**Exhibit E** [ZIMAS report].) Yet, the Project proposes far more intensive land uses than the existing baseline or what was contemplated in the SELACP DEIR.

Therefore, the Project is not by-right as contemplated by the SELACP DEIR and an independent and subsequent project-specific CEQA review for the Project is required.

C. <u>The Project Requires New Feasible Mitigation Measures to Mitigate Greenhouse Gas Impacts</u>

The Project at hand also requires new feasible mitigation measures not specified in the SELACP EIR such as electric vehicle ("**EV**") parking and charging stations and solar system installation. The 2022 Green Building Code ("**GBC**") identifies new requirement for residential buildings, including that they must designate 10% of their parking spaces as EV capable, equip 25% of the parking spaces with low power level 2 EV charging receptacles, and equip 5% of the spaces with level 2 EV supply equipment. GBC 4.106.4.2. Thus, a subsequent EIR must be prepared to identify how many of the Project's slated 62 parking stalls will be EV capable and ready.

Further, the Project must comply with 2022 Energy Efficiency Standards requirements for the installation of photovoltaic and battery system, as required by section 1040.10. The above-noted is new information not known at the time the community plan and its EIR were reviewed and approved and provides feasible mitigation measures to what the City had previously found no feasible mitigation

[14] For TOD Low definition, see: https://planning.lacity.org/odocument/0e95b194-a2b7-4da2-8346-720f71f59e35/CPIO.pdf#page=41

measures existed. See, SELACP DEIR, p. 4.15-34 (for traffic and congestion impacts).

It is also noteworthy that the SELACP DEIR did not perform a project-specific analysis of GHG impacts, but only a "plan-level" one, and therefore contemplates a project-specific GHG analysis to ensure its compliance with the GHG reduction goals. The SELACP DEIR states, in pertinent parts:

> "The Proposed Plans combine sustainable strategies (e.g. proximity to transit, mixed-use, increased density) to respond to state, regional and local policies aimed at reducing GHG emissions. **If development** were to occur elsewhere in a **less sustainable fashion** (BAU), **regional emissions would be greater**. However, for land use plans such as the Proposed Plans, full quantification of BAU is **not possible** because **at this scale** it is **not possible** to anticipate where growth would go and how different it would be as compared to the project in terms of proximity to transit, mix of uses and density. Therefore, a comparison of Proposed Plans emissions in the future to emissions under BAU is not possible.
>
> Based on the **plan-level analysis**, the Proposed Plans would **not increase** emissions in the **immediate plan areas** compared to existing conditions, and therefore, **considered in isolation**, would contribute to reducing emissions in California below existing emissions and would contribute to the AB 32 goal of reducing future emissions to 1990 levels."

(SELACP DEIR, p. 4.7-18, emph. added.)[15]

Thus, a subsequent EIR must also be prepared to specify and incorporate these additional mitigation measures and to study the Project specific GHG impacts.

D. <u>The Project May Have Significant Hazardous Material Impacts Which Were Not Analyzed in the SELACP EIR</u>

Yet another reason why a subsequent EIR must be prepared is because the Project may have significant unanalyzed hazardous material impacts stemming from the Project's demolition of an existing warehouse commercial building and two asphalt parking lots. While the SELACP EIR contemplated mixed use on the Project site, it

[15] See, SELACP DEIR, GHG section https://planning.lacity.org/EIR/SouthAndSoutheastLA/DEIR/files/4.7%20Greenhouse%20Gas.pdf

did not study any specific project to evaluate the current Project's impacts including the possibility of demolishing contaminated materials stemming from the Project site's industrial use.

As an example, an EIR is required to study whether the warehouse was put to any industrial uses suggesting potential soil contamination; whether the structure has lead and asbestos, suggesting significant hazards impacts due to demolition.

Further, the City's own ZIMAS report shows that the Project site is in the methane zone; yet, methane concentration checks and clearance are not included among items to clear in the permit. (See Exhibits D and E.) The City's ZIMAS report also shows that the Project is in the liquefaction area, suggesting that the Project's soils may be unstable to support the Project of that mass and scale. All of the noted conditions, while intact and not harmful to the environment without the Project, may be exacerbated and present hazard impacts to the surrounding environment upon implementation of the Project, including its massive demolition and construction. As noted above, the SELACP EIR was a plan-based analysis and did not address these project-specific conditions.

Similarly and for the same reasons, the Project may present similar impacts during its construction phase. These impacts may affect both the construction workers, as well as a wider scope of sensitive receptors since the potentially contaminated soil and debris will have to be hauled away and disposed of at a location unspecified.

Accordingly, for this reason too, a subsequent EIR must be prepared which specifically analyzes the Project's hazardous material impacts both during the operational and construction phases.

E. The Project May Have Significant Land Use Impacts Which Were Not Analyzed in the SELACP EIR

Each California city and county must adopt a comprehensive, long-term general plan governing development. *Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 352, citing Gov. Code §§ 65030, 65300. The general plan sits at the top of the land use planning hierarchy, and serves as a "constitution" or "charter" for all future development. *DeVita v. County of Napa* (1995) 9 Cal.4th 763, 773; *Lesher Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal.3d 531, 540.

General plan consistency is "the linchpin of California's land use and development laws; it is the principle which infused the concept of planned growth with the force of

law." *Debottari v. Norco City Council* (1985) 171 Cal.App.3d 1204, 1213. It is well established that development projects may not be approved if they interfere with, or frustrate, the general plan's policies and objectives. See *Napa Citizens*, 91 Cal.App.4th at 378-79; see also *Lesher*, 52 Cal.3d at 544.

Here, as evidenced by the Project's permit information and the omissions in the permit clearances as noted above, the Project seeks numerous departures from the ordinary limits permitted by the General Plan and zoning designations, including a density bonus, open space reduction, floor area ratio increase, height increase, and conditional use permit to allow for a 50% residential increase in density. One of the provisions applicable to the Project siteis the TOD LOW, meaning low density development. The Project area is subject to further General Plan note, stating: "It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment."[16]

Further, per the ZIMAS info (**Exhibit E**), the Project site appears to have been included in the General Plan's Housing Site Inventory and is subject to the housing replacement requirement, whereas it is unclear whether the Project meets its affordable housing share contemplated by the General Plan.

Given that the Project's density bonus and associated incentives and development standard deviations have not yet been approved, there is a colorful argument that the Project is inconsistent with the General Plan and all applicable zoning regulations, necessitating further land use consistency analysis for purposes of CEQA. Separately, the Project inconsistency with the General Plan and its contemplated low density/intensity or affordable housing replacement requirements suggests that the Project is also in violation of the planning and zoning laws, including general plan consistency requirement.

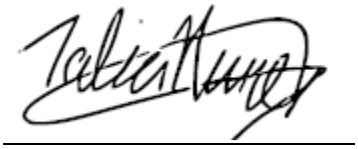
IV. CONCLUSION

In sum, SMSWRCC requests that the City require a local workforce, that the City impose training requirements for the Project's construction activities to prevent community spread of COVID-19 and other infectious diseases, and that the City

[16] See, http://zimas.lacity.org/footnote.aspx?pin=120B193%20%20%20517

prepare a subsequent EIR for the Project to be CEQA compliant. If the City has any questions, feel free to contact my office.

Sincerely,



Talia Nimmer
Attorneys for Southwest Mountain
States Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B);

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C);

City of LA Permit & Inspection Report as of 5/2/2023 (Exhibit D); and

ZIMAS Parcel Profile Report (Exhibit E).

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2]

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Mininum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5295	1,627.5295	0.1185	0.0000	1,630.4925
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6826**	**1,721.6826**	**0.1294**	**0.0000**	**1,724.9187**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5291	1,627.5291	0.1185	0.0000	1,630.4921
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6823**	**1,721.6823**	**0.1294**	**0.0000**	**1,724.9183**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-1-2021**	**11-30-2021**	1.4103	1.4103
2	**12-1-2021**	**2-28-2022**	1.3613	1.3613
3	**3-1-2022**	**5-31-2022**	1.1985	1.1985
4	**6-1-2022**	**8-31-2022**	1.1921	1.1921
5	**9-1-2022**	**11-30-2022**	1.1918	1.1918
6	**12-1-2022**	**2-28-2023**	1.0774	1.0774
7	**3-1-2023**	**5-31-2023**	1.0320	1.0320
8	**6-1-2023**	**8-31-2023**	1.0260	1.0260

9	**9-1-2023**	**11-30-2023**	1.0265	1.0265
10	**12-1-2023**	**2-29-2024**	2.8857	2.8857
11	**3-1-2024**	**5-31-2024**	1.6207	1.6207
		Highest	2.8857	2.8857

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	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
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
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	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
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	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1521
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	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
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
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	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
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	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	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
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6554**	**1,418.6554**	**0.1215**	**0.0000**	**1,421.6925**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1115	0.0000	1,345.2287
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6550**	**1,418.6550**	**0.1215**	**0.0000**	**1,421.6921**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-1-2021**	**11-30-2021**	1.4091	1.4091
2	**12-1-2021**	**2-28-2022**	1.3329	1.3329
3	**3-1-2022**	**5-31-2022**	1.1499	1.1499
4	**6-1-2022**	**8-31-2022**	1.1457	1.1457
5	**9-1-2022**	**11-30-2022**	1.1415	1.1415
6	**12-1-2022**	**2-28-2023**	1.0278	1.0278
7	**3-1-2023**	**5-31-2023**	0.9868	0.9868
8	**6-1-2023**	**8-31-2023**	0.9831	0.9831

9	**9-1-2023**	**11-30-2023**	0.9798	0.9798
10	**12-1-2023**	**2-29-2024**	2.8757	2.8757
11	**3-1-2024**	**5-31-2024**	1.6188	1.6188
		Highest	2.8757	2.8757

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0956
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0955
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
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	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
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	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
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	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
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	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	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	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment C

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

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Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

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Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

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Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

EXHIBIT D

Los Angeles Department of Building and Safety

Certificate Information: 3022 S WESTERN AVE 90018

Application / Permit
22010-10000-04597

Plan Check / Job No.
B22LA18437

Group
Building

Type
Bldg-New

Sub-Type
Commercial

Primary Use
()

Work Description
**** HSAP TO CHECK FOR ZONING REQUIREMENTS ONLY - (SB330) **** NEW 5 STORY 114 UNITS (12% VLI = 14 VLI UNITS) MIXED USE AFFORDABLE HOUSING APARTMENT TO INCLUDE 4 STORY TYPE VA APARTMENT OVER 1 STORY TYPE IA PARKING/RETAIL OVER 1 LEVEL SUBTERRANEAN PARKING, 12.22.A.25 WITH ADDITIONAL INCENTIVE

Permit Issued
No

Current Status
PC Approved on 11/1/2022

Permit Application Status History

Submitted	9/15/2022	APPLICANT
Assigned to Plan Check Engineer	9/29/2022	VU NGUYEN
Corrections Issued	10/6/2022	VU NGUYEN
Reviewed by Supervisor	10/11/2022	EUGENE BARBEAU

Permit Application Clearance Information

"D" conditions	Not Cleared	10/6/2022	City Planning Department
Address approval	Not Cleared	10/6/2022	Bureau of Engineering
Bicycle Parking	Not Cleared	10/6/2022	Bureau of Engineering
Building over 36-ft	Not Cleared	10/6/2022	Cal Occ. Safety and Health Administration
CPC	Not Cleared	10/6/2022	City Planning Department
Community Plan Implem. Overlay	Not Cleared	10/6/2022	Bureau of Engineering
Community Plan Implem. Overlay	Not Cleared	10/6/2022	Bureau of Street Services
Community Plan Implem. Overlay	Not Cleared	10/6/2022	City Planning Department
Community Plan Implem. Overlay	Not Cleared	10/6/2022	Department of Transportation
DAS Clearance	Not Cleared	10/6/2022	Department of Building and Safety
Density Bonus	Not Cleared	10/6/2022	Los Angeles Housing Department
Eng Process Fee Ord 176,300	Not Cleared	10/6/2022	Bureau of Engineering
Fire Marshal Fire Life Safety	Not Cleared	10/6/2022	Los Angeles Fire Department
Frnt yard landscape/Water mgmt	Not Cleared	10/6/2022	City Planning Department
Green Code	Not Cleared	10/6/2022	Department of Building and Safety
Highway dedication	Not Cleared	10/6/2022	Bureau of Engineering
Hydrant and Access approval	Not Cleared	10/6/2022	Los Angeles Fire Department
Low Impact Development	Not Cleared	10/6/2022	Bureau of Sanitation
Miscellaneous	Not Cleared	10/6/2022	City Planning Department
Opn space landscape/Water mgmt	Not Cleared	10/6/2022	City Planning Department
Permit	Not Cleared	10/6/2022	Bureau of Engineering
Roof/Waste drainage to street	Not Cleared	10/6/2022	Bureau of Engineering
Sewer availability	Not Cleared	10/6/2022	Bureau of Engineering

Site Plan review	Not Cleared	10/6/2022	City Planning Department
Bicycle Parking	Not Cleared	11/1/2022	Bureau of Engineering
Encroachment in public way	Not Cleared	11/1/2022	Bureau of Engineering
Community Plan Implem. Overlay	Cleared	12/30/2022	TINA MIRANDA

Contact Information

No Data Available.

Inspector Information

No Data Available.

Pending Inspections

No Data Available.

Inspection Request History

No Data Available.

Los Angeles Department of Building and Safety

Certificate Information: 3022 S WESTERN AVE 90018

Application / Permit
23019-10000-01466

Plan Check / Job No.
B23LA06244

Group
Building

Type
Bldg-Demolition

Sub-Type
Commercial

Primary Use
(16) Retail

Work Description
Eplan Demolish existing one-story commercial building, and two existing asphalt parking lots.

Permit Issued
No

Current Status
Corrections Issued on 4/6/2023

Permit Application Status History

Submitted	4/5/2023	APPLICANT
Assigned to Plan Check Engineer	4/6/2023	LUISANGEL VALENZUELA
Corrections Issued	4/6/2023	LUISANGEL VALENZUELA

Permit Application Clearance Information

Community Plan Implem. Overlay	Not Cleared	4/9/2023	City Planning Department
DPI Written Notices	Not Cleared	4/9/2023	Department of Building and Safety
Demolition Pre-Inspection	Not Cleared	4/9/2023	Department of Building and Safety
ZI	Not Cleared	4/9/2023	City Planning Department

Contact Information

No Data Available.

Inspector Information

No Data Available.

Pending Inspections

No Data Available.

Inspection Request History

No Data Available.

EXHIBIT E

City of Los Angeles
Department of City Planning

5/2/2023
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
3018 S WESTERN AVE

ZIP CODES
90018

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2022-8548-DB-CU-SPR-VHCA
CPC-2022-5432-ZC-CPIOA
CPC-2010-2278-GPA
CPC-2008-1552-CPU
CPC-2007-3827-ICO
CPC-2004-2391-ICO
CPC-1996-399-CPR
CPC-1990-346-CA
CPC-1986-603-GPC
CPC-1986-447-GPC
CPC-1983-506
CPC-12641
ORD-185927
ORD-185926-SA2041
ORD-180103
ORD-176589
ORD-173809-SA960
ORD-171682
ORD-171681
ORD-167121-SA1228
ORD-162128
ORD-121727
ENV-2022-8549-EAF
ENV-2010-2279-CE
ENV-2008-1781-EIR
ENV-2004-2409-CE-ICO
AFF-53456
AF-91-1578890-LT

Address/Legal Information	
PIN Number	120B193 517
Lot/Parcel Area (Calculated)	4,543.3 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID H7
Assessor Parcel No. (APN)	5053008004
Tract	CHA'S VICTOR HALL TRACT
Map Reference	M R 26-65
Block	22
Lot	FR 4
Arb (Lot Cut Reference)	1
Map Sheet	120B193
Jurisdictional Information	
Community Plan Area	South Los Angeles
Area Planning Commission	South Los Angeles
Neighborhood Council	Empowerment Congress North Area
Council District	CD 8 - Marqueece Harris-Dawson
Census Tract #	2221.00
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	C2-2D-O-CPIO
Zoning Information (ZI)	ZI-1231 Specific Plan: South Los Angeles Alcohol Sales
	ZI-2484 Community Plan Implementation Overlay: South Los Angeles
	ZI-2452 Transit Priority Area in the City of Los Angeles
	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-2512 Housing Element Inventory of Sites
	ZI-2374 State Enterprise Zone: Los Angeles
General Plan Land Use	Community Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	SOUTH LOS ANGELES ALCOHOL SALES
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	South Los Angeles
Subarea	TOD Low
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None

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RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas	Yes
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Low
Transit Oriented Communities (TOC)	Tier 1
ED 1 Eligibility	Eligible Site
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5053008004
APN Area (Co. Public Works)*	0.415 (ac)
Use Code	3300 - Industrial - Warehousing, Distribution, Storage - Warehousing, Distribution, Under 10,000 SF - One Story
Assessed Land Val.	$1,731,890
Assessed Improvement Val.	$466,507
Last Owner Change	05/20/2022
Last Sale Amount	$5,650,056
Tax Rate Area	312
Deed Ref No. (City Clerk)	833083
	548705,06
	5-553
	35647
	1311625
	1147248
Building 1	
Year Built	1990
Building Class	C5
Number of Units	1
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	9,000.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 5053008004]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Santa Monica Mountains Zone	No
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No

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Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	2.8632912
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 5053008004]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	Yes
SB 166 Units	0.09 Units, Lower
Housing Use within Prior 5 Years	Yes
Public Safety	
Police Information	
Bureau	South
Division / Station	Southwest
Reporting District	337
Fire Information	
Bureau	Central

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Battallion	11
District / Fire Station	26
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2022-8548-DB-CU-SPR-VHCA
Required Action(s):	DB-DENSITY BONUS
	CU-CONDITIONAL USE
	SPR-SITE PLAN REVIEW
	VHCA-VESTING HOUSING CRISIS ACT
Project Descriptions(s):	DB, PURSUANT TO THE PROVISIONS OF SECTION 12.22 A.25 OF THE LAMC, TO ALLOW THE DEMO OF AN EXISTING STRUCTURE AND CONSTRUCTION AND MAINTENANCE OF A NEW 81,190 SF, 5-STORY MIXED USE BUILDING WITH 114 UNITS (14 VLI) REQUESTING INCREASE OF FAR TO PERMIT 2.81 IN LIEU OF 1.5, HEIGHT INCREASE TO 64'6'' IN LIEU OF 45', 46% OPEN SPACE REDUCTION TO 6,310 SF IN LIEU OF 11,675, 52% OF GROUND FLOOR OF THE PRIMARY FRONTAGE UTILIZED FOR ACTIVE FLOOR AREA IN LIEU OF 75%, VEHICULAR ACCESS PROVIDED FROM THE PRIMARY FRONTAGE; CU, PURSUANT TO THE PROVISIONS OF SECTION 12.24 U.26 OF THE LAMC, TO ALLOW DENSITY BONUS GREATER THAN 35%; SPP, PURSUANT TO THE PROVISIONS OF SECTION 16.05 FOR THE SITE PLAN REVIEW OF MORE THAN 50 UNITS.
Case Number:	CPC-2022-5432-ZC-CPIOA
Required Action(s):	ZC-ZONE CHANGE
	CPIOA-COMMUNITY PLAN IMPLEMENTATION OVERLAY ADJUSTMENT
Project Descriptions(s):	AMENDMENT TO THE SOUTH LOS ANGELES COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO)
Case Number:	CPC-2010-2278-GPA
Required Action(s):	GPA-GENERAL PLAN AMENDMENT
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
Case Number:	CPC-2008-1552-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	CPC-2007-3827-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	ESTABLISHMENT OF AN ICO TO TEMPORARILY PROHIBIT THE ISSUANCE OF ALL PERMITS RELATED TO THE ESTABLISHMENT OF NEW FAST-FOOD RESTAURANTS LOCATED IN WHOLE OR IN PART WITHIN THE PROPOSED ICO BOUNDARY.
Case Number:	CPC-2004-2391-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES
Case Number:	CPC-1996-399-CPR
Required Action(s):	CPR-COMMUNITY PLAN REVISION
Project Descriptions(s):	Data Not Available
Case Number:	CPC-1990-346-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AMENDMENT TO THE L.A.M.C. TO - DRAFT AN ORDINANCE TO PROHIBIT THE GRANTING OF A CONDITIONAL USE PERMIT FOR THE OFF-SITE SALE OF ALCOHOLIC BEVERAGES (LOURDES GREEN/KAREN HOO)\
Case Number:	CPC-1986-603-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	GENERAL PLAN/ZONING CONSISTENCY PROGRAM
Case Number:	CPC-1986-447-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	PLAN AND ZONE CONSISTENCY - SOUTH CENTRAL LOS ANGELES (HERB GLASCOW)
Case Number:	CPC-1983-506
Required Action(s):	Data Not Available
Project Descriptions(s):	SPECIFIC PLN ORD FOR INTERIM CONDITIONAL USE APPRVL FOR ESTABLISHMENTS FOR THE SALE OF ALCOHOL WHICH ARE GENERALLY LOCATED INTHE SOUTH CENTRAL AREA OF THE CITY
Case Number:	ENV-2022-8549-EAF
Required Action(s):	EAF-ENVIRONMENTAL ASSESSMENT

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Project Descriptions(s):	DB, PURSUANT TO THE PROVISIONS OF SECTION 12.22 A.25 OF THE LAMC, TO ALLOW THE DEMO OF AN EXISTING STRUCTURE AND CONSTRUCTION AND MAINTENANCE OF A NEW 81,190 SF, 5-STORY MIXED USE BUILDING WITH 114 UNITS (14 VLI) REQUESTING INCREASE OF FAR TO PERMIT 2.81 IN LIEU OF 1.5, HEIGHT INCREASE TO 64'6'' IN LIEU OF 45', 46% OPEN SPACE REDUCTION TO 6,310 SF IN LIEU OF 11,675, 52% OF GROUND FLOOR OF THE PRIMARY FRONTAGE UTILIZED FOR ACTIVE FLOOR AREA IN LIEU OF 75%, VEHICULAR ACCESS PROVIDED FROM THE PRIMARY FRONTAGE; CU, PURSUANT TO THE PROVISIONS OF SECTION 12.24 U.26 OF THE LAMC, TO ALLOW DENSITY BONUS GREATER THAN 35%; SPP, PURSUANT TO THE PROVISIONS OF SECTION 16.05 FOR THE SITE PLAN REVIEW OF MORE THAN 50 UNITS.
Case Number:	ENV-2010-2279-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
Case Number:	ENV-2008-1781-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	ENV-2004-2409-CE-ICO
Required Action(s):	CE-CATEGORICAL EXEMPTION ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES

DATA NOT AVAILABLE

CPC-12641
ORD-185927
ORD-185926-SA2041
ORD-180103
ORD-176589
ORD-173809-SA960
ORD-171682
ORD-171681
ORD-167121-SA1228
ORD-162128
ORD-121727
AFF-53456
AF-91-1578890-LT

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ZIMAS PUBLIC

Generalized Zoning

05/02/2023

City of Los Angeles
Department of City Planning

Address: 3018 S WESTERN AVE
APN: 5053008004
PIN #: 120B193 517

Tract: CHA'S VICTOR HALL TRACT
Block: 22
Lot: FR 4
Arb: 1

Zoning: C2-2D-O-CPIO
General Plan: Community Commercial

N
W
E
S

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Commission Permit Area
- Dual Permit Jurisdiction Area
- Single Permit Jurisdiction Area
- Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Building Outlines 2014
- Building Outlines 2008
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Tract Map
- Parcel Map
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Wells